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[31-4]

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**GRACA & CO.**10, CAUSEWAY, NO. 11A,  
HONGKONG, 1st April, 1915. [465]**WHERE DOCTORS AND  
EMBRICATIONS FAIL.**Swelling of the knee can be immediately  
relieved and promptly cured by the use  
of Little's Oriental Balm.Read this letter, from A. C. Lehman,  
Waynesboro, Pa.: "I was the victim of  
a large swelling on the knee for TWO  
YEARS. Doctors and embrications  
failed to relieve. After receiving treat-  
ment from FOUR Physicians and finding  
no relief whatever, I tried LITTLE'S  
ORIENTAL BALM and after a short use  
of the remedy was COMPLETELY  
CURED!"This is not a rare or exceptional case.  
Every day just such things are happen-  
ing all over the world. Little's Oriental  
Balm, used in every land under the sun,  
relieves and cures where Doctors and  
Embrications fail.Sold at 1s. 4d. per bottle.  
Agents for Hongkong:—  
Messrs. A. S. WATSON & Co., Ltd.  
[414-22]**"PRUSSIAN" TRADE METHODS  
A MENACE IN JAPAN.**

The Japan Gazette, in a leading article,

says:—

The attention we recently called to the  
serious nature of certain German trade  
measures in the Far East attracted considerable  
local attention, and we have received  
suggestions to inquire whether any German  
resident firms are receiving support from  
British, Japanese, French, Russian, Belgian,  
or other sources, in the Far East. It is  
asserted that, despite conditions revealed  
by the war, there are many Germans resident  
in Japan, or local German firms, continuing  
to act as Japan Agents for great manu-  
facturing, insurance, etc., concerns in the  
Allied countries, and that the fact ought  
to be made known. Such German Agents, it  
is urged, are potential enemies of Great  
Britain, Japan, France, Russia, Belgium, etc.,  
and any business given to them by any  
nationals of the Allied countries, is indirect  
support of the enemy. If transactions of  
this kind are going on, we agree that  
publicity is the best remedy, but at present  
believe that the point of its application  
should not be in Japan—except in cases  
where Japanese may employ such Agents—  
but in the countries where the head offices  
of such Agents are situated. No doubt  
attention has already been called by patriotic  
foreign residents of the Allied nations to  
any anomalous representation of the kind  
referred to, and in some cases there are local  
organizations which would naturally take up  
the matter. For instance, the British Asso-  
ciation, or the Patriotic League of Britons  
Overseas could easily compile local data and  
make the necessary representations to the  
Head Offices in the United Kingdom, etc.,  
with all the disinterested weight of patriotic  
motives alone. If the home offices failed to  
make the adjustment, there are many papers  
in the home lands, which would promptly  
apply the light of publicity where it would  
do most good.A most careful part can probably be played  
—at least for the present—by a local paper  
on the side of the Allies in continuing to  
point out the unsound principles, instead of  
personalities, involved in the German trade  
system. It is a system that is superficially  
attractive and, therefore, especially dan-  
gerous in young commercial nations like  
Japan. It is a system that undoubtedly  
built up an immense German trade in mush-  
room-like fashion, almost overnight, and  
will, therefore, be followed naturally, and  
its basic reasons will be exposed and under-  
stood by ambitious trading nations. It must  
be grasped, first of all, that German com-  
mercial success in the past has been the result  
of organized unscrupulousness, or, in other  
words, of a secret campaign conducted on  
the same unscrupulous lines as those on  
which Germany is now conducting her mili-  
tary war. Her ideal has not been that  
international commercial prosperity, which  
commerce reciprocally conducted insures, but  
national commercial supremacy at all costs.  
Trade of all other nations must be injured or  
ruined in order that German trade may  
flourish without competition. To that end  
German commercial strategy bent itself over  
twenty years ago, when the German "Com-  
merce Defence League," with large reserves  
of capital, was formed in Hamburg. This  
League, according to the *National Review*  
of London, is something like what the Ger-  
man General Staff is to the German army.It organized regular undercover expeditions  
to attain its object, national commercial sup-  
remacy. It first sent picked young men abroad  
to learn the methods and secrets of British  
and other foreign trade, secretly subsidizing  
them so that they offered their services  
abroad at ridiculously cheap rates. These  
commercial spies had to earn their subsidies  
by regular reports to headquarters, and  
as soon as they had graduated were as-  
sisted to start up in opposition to their  
employers.In the meantime, German  
steamship lines were subsidized so as to  
be able to give secret rebates and under-  
conference rates; reputable foreign firms  
abroad were tempted by fraudulent German  
double-invoice propositions, and, if they  
yielded to what was represented as an  
"ordinary" business practice, exposed or  
threatened with exposure; German firms  
were subsidized to offer extravagant credits  
in order to steal custom; while the world was  
flooded with imitations of standard articles  
to such an extent that the description "made  
in Germany" became synonymous with "cheap  
and nasty." The imitation-flood, it should  
be admitted, was a specimen of early  
German tactics in this campaign, and gave  
way to a great extent later to tactics of  
securing foreign markets by subsidized  
effort. It was recognized in 1910 that Ger-  
many intended to make a military and naval  
onslaught upon Great Britain, but for long  
the German people had been preparing not  
only a sufficient army and navy but a com-  
mercial penetration throughout the world.Germany's object being to undermine British  
resources that when the day of armed opera-  
tions dawned, Great Britain might fall an easy  
prey to the designs of a relentless foe. Her  
main tactics consisted of driving, by any  
means, her protected wedge into the foreign  
trade of other countries, particularly Great  
Britain. It might be thought that Great  
Britain's safeguard was her policy of Free  
Trade, and no doubt it was the industry and  
honesty inspired by that policy which have  
indirectly always checked German com-  
mercial chicanery, but as a matter of fact, the  
German regard for Great Britain's Free Trade  
policy, as their greatest commercial asset—  
because it is not internationally reciprocal—  
they laugh at it as "the English madness."—  
because they are so constituted as to be able  
to take advantage of open British markets  
and avail themselves of the security and  
confidence built up slowly by a century of  
the *pax Britannica*, without reciprocating.In fact, German commercial policy en-  
joins the German to act, in the eyes of the  
other nations, as a man of honour, and to  
enter friendly nests under friendly guises and  
onst occupants. From that pervading point  
of view the German business man could not  
see that it was to the ultimate overwhelming  
advantage of the world—including the  
German nation, of course—to expand the  
limits of Free Trade, thereby removing  
vexatious, artificial restrictions on commerce  
and ineffectually multiplying its mutually-  
profitable operations, but looked forward to  
the time when Germany could dictate her  
own terms to the commerce of the world.  
The German "Commerce Defence League"  
had among its tactics the fomentation of  
foreign trouble for Great Britain—as the  
Boer War, Russo-Japanese War, etc.—so as to  
divert British attention and its resources  
where possible, while German military and  
commercial preparations were going  
on unobtrusively, but one of its fears was  
lost Great Britain should come from East  
Trade. One of the most prominent captains  
of commerce in Germany, and a high func-  
tionary in the German "Commerce Defence  
League," is quoted by the *National Review*  
as declaring that the introduction of Tariff  
Reform in England would be a seriousblow to German commerce. It was a  
vital matter, and the League proposed to  
use its vast financial reserves to "buy  
off" its promotion in England, but he  
added that the League wanted to insure  
the continuance of Free Trade only for a  
period of ten years. This was in 1910. That  
qualification led to the natural question:—

"Why a period of ten years?" "Because,"

was the significant reply, "in ten years we  
shall have captured the whole of British  
foreign commerce. Given ten years of  
peace and Free Trade, and the British  
markets will be ours, and in a com-  
mercial sense Britain will be a dependency  
of Germany." No doubt that striking  
declaration might foolishly be made the  
basis of an argument for Protection in  
Great Britain, whereas it could only  
rightly be construed as an argument for  
preferential tariffs to be lightened and  
removed reciprocally, but the main point  
sought to be made here is the very thor-  
oughly organized campaign of unscrupulous  
German methods which have been threaten-  
ing the trade of the world. In fact, it is not  
too much to say that it was the application  
of these unscrupulous, selfish German com-  
mercial principles, coupled with the equally  
unscrupulous, selfish German military prin-  
ciples, that has, to-day, disorganized the  
whole fabric of the world's trade. The war  
is only a symptom of a German deep-seated  
malady, the cause of which must be  
eradicated unless all international intercourse  
is to become "Prussianized," or infected with  
the same fatal disease.This is emphatically the time to diagnose  
this German disease. The war will not last  
for ever, but international trade must go on  
now and after the war, and the German  
commercial-military disease—roughly re-  
named as Protection and Militarism—is  
infectious. There are obvious signs of  
its "culture" in Japan, which adopted  
its Constitution from Prussia and has  
naturally been attracted by the glitter  
of German superficial success under its  
feverish influence. If Japan would progress  
steadily and substantially, she must realise  
that this German principle of National Pro-  
tection and Militarism is economically un-  
sound, and that any national structure built  
on these principles is doomed to ultimate  
ruin. There are many admirable German  
characteristics which the world needs, such  
as German thoroughness of minute organ-  
ization, industry for even a mistaken  
object, thrift, family affection, etc., and  
these, with their achievements, will be  
preserved. But Germany's theories of inter-  
national intercourse, in politico-economic  
and other ways, must go, and any nation  
that adopts her barbarous theories in the  
Twentieth Century is just as surely sentenced  
to a drastic therapeutic treatment in the  
future as that now proceeding which will  
ultimately constrain Germany to "come into  
line" with civilized principles. Now, while  
there is yet time, is the opportunity to study  
German tactics and discard its professors.**THE HANKOW COLLISION  
CASE.**

SUPREME COURT JUDGMENT.

Judgment was rendered in H.M.'s  
Supreme Court at Shanghai last week in  
the Hankow collision case, brought  
against the Indo-China Steam Navigation  
Co. by the owner of a Chinese junk.  
Mr. H. P. Wilkinson represented the  
plaintiff and Mr. G. H. Wright the de-  
fendants. The judgment, rendered by  
the Chief Judge, was a very long one. We  
quote the opening paragraphs which state  
the facts:—This is one of those somewhat unusual  
cases where the collision which has caused  
the loss to the plaintiff is primarily due  
to the default of a third vessel. The  
plaintiff has elected to sue the defend-  
ants, who are the owners of a British  
steamer, and no more has been heard of  
the third vessel. I have therefore to de-  
termine whether under the circumstances  
the conduct of the two vessels in collision  
was such as to entitle the plaintiff to re-  
lief.Before going further I wish to say that  
there is no doubt in my mind that the  
plaintiff's junk was sailing in close com-  
pany with another junk, the two being  
certainly less than half a cable apart.  
All the witnesses called from the plain-  
tiff's junk deny explicitly that there was  
any other vessel within a mile and more  
of her, and have accordingly called no  
witnesses from her, as they should have  
done. It is only possible to conjecture  
the motives for this course, and for the  
disingenuous conduct of the plaintiff  
throughout the case, but as it is most  
probable that the two vessels sailing in  
company belonged to people of the same  
district or guild they have agreed to keep  
the second vessel out of the way and out  
of the case, the latter should be brought to  
book for her carelessness.Before dealing with the facts of the  
case there are certain considerations  
which will govern my judgment and  
which I will discuss.  
The plaintiff is owner of the junk  
*Yuen Fung Ho*, a large junk about 120  
feet in length, and the defendants are  
owners of the s.s. *Yu Sang*, a British  
steamship of considerable size engaged in  
the coasting trade in China; the vessels  
came into collision on the 18th of Septem-  
ber last in the Yangtze river. The time  
was shortly after sunset and there was  
plenty of daylight. The place of collision  
in the Yangtze reach is about twenty  
miles below Hankow and therefore some  
hundreds of miles up the river, but it is  
in a part of the river constantly navigated  
by steamers, some of which are ocean-  
going, as well as by large num-  
bers of junks and other native  
craft. Chen Foh Ting, the plain-  
tiff, who owns the junk which was  
lost, has been for many years in the  
junk business, he had lived on board and  
sailed her four years, and must be  
thoroughly conversant with the conditions  
prevailing on the lower Yangtze and the  
river it is navigated by a constant stream  
of steamers between Hankow and Shu-  
mou, and that same is the case with the  
removal of his crew. The *Yu Sang* was  
in charge of a British pilot, knowing the  
river, and conversant with the somewhat  
uncertain manoeuvres of Chinese junks.As between the two parties in the case  
his lordship (Sir Haviland de Sauls-  
maure) found the *Yu Sang* alone to  
blame.**LIFE ON A BATTLESHIP.**

THE LIGHTER SIDE.

JACK ALWAYS "MERRY AND BRIGHT."

[BY THE REV. W. H. PRICE, LATE CHAPLAIN  
OF H.M.S. "TRIUMPH"]Letters always produce great excitement  
in a ship, and the bluejacket seems to  
delight to tell his messmate all the news,  
whether the letter happens to be from his  
mother or his sweetheart. "Follow feeling  
makes us wondrous kind," and life in a man  
of war produces a strange family spirit. The  
other day a post-dresser brought us a mail  
on board under the very guns of a recently  
demolished fort, and quite within sight of  
the Turkish look-out! How annoyed must  
they have been that these amenities of life  
should continue right under their noses!This mail brings bad news. We hear that  
there are strikes at home, and we partly be-  
lieve it, knowing as we do something of the  
British workman and the conditions under  
which he works. The Jack Tar is not a  
capitalist, nor has he any inherent respect  
for wealth. Moreover, he knows from his  
own brothers at home how often these in-  
dustrial outbreaks occur, how repeatedly  
they are smoothed over, and how little is  
done to get at their root. He is eminently  
anxious to see fair play. Almost to a man,  
their message to the worker at home  
now, to employer as well as to employed  
is just this, "Be a sport; don't let  
us down; play the game." At times  
like this there's plenty to grouse about, here  
as well as there. But let's wait till it's over,  
and in the meantime stand the racket, even  
if it don't seem fair! War isn't all honey,  
boys, at home or abroad. Weeks of salt pork,  
no butter, canteen run out of 'fags,' never a  
"make and mend" for heaven knows how  
long (a "make and mend" is a naval synonym  
for a half day off), and night defence  
weeks on end takes it out of you, but just  
keep smiling! That is a *revenue* of many  
conversations I have listened to in the mess  
decks.I overheard a delightful dialogue  
during action the other day. Two E.L.A.s  
(i.e., Engineer-room artificers) were talking. One  
was good-humouredly complaining that he  
had not had a good night's sleep for over a  
week. "Tell yer what, matey," he finished  
up, "when I get back to 'Guz' and go home  
for a spell, I am going under war routine! I  
am going to darken ship, close down all  
hatches, and sleep for two days on end!"  
"Ho, ho! will yer replied the other, 'you'll  
have to get permission to do that.'"  
That's the worst of being married!  
That's the cheery spirit in which they regard  
things—when it's necessary.

THE TURK UNDER GERMAN INFLUENCES.

No; it isn't all honey. On a certain occa-  
sion this month, at a fort considerably south  
of the Dardanelles, after several days' heavy  
bombardment, a truce was arranged by  
mutual consent. From 10 a.m. till 4 p.m.  
hostilities were to cease while negotiations  
proceeded. Every ship in the squadron  
hoisted a white flag. The *Triumph* was  
imprisoned out of numerous sick-bay sheets  
sewn together! It was a welcome respite, for  
the men had had a strenuous time day and  
night, and were glad of a "stand easy."  
We were lying off within easy range of the  
shore batteries. Groups of officers stood  
about on the quarter-deck speculating as to  
the nature of the negotiations. On the fore-  
men were sitting about yarning and smoking,  
rejoicing in a rest amid such gorgeous  
scenery. "We'll get our dinner in peace  
to-day for a change," some one remarked.Circumstances proved otherwise. At 12.25  
shrapnel shells burst all round us! One was  
a little short; another was over; a third  
a "wide." The ship's company were  
at dinner; groups of them were sunning  
themselves "forward." Everyone auto-  
matically hastened to their battle  
stations. The indignation of the men was  
apparent. As I passed down the ladders I  
overheard much of their views, expressed in  
the choicest lower-deckese. A great deal is  
unprintable (not only on account of the  
censors), but their chief complaint was that  
the enemy should have chosen their dinner  
hour for this exhibition of thoughtlessness.Our white flag was hauled down, and in  
eighty seconds every man was at his station,  
not a few with pieces of salt pork and  
hunks of bread in their hands. The less  
fortunate had only succeeded in grabbing  
slabs of "duff" in their hurry. Within  
three minutes the range had been found,  
and an effective fire of 7.5" salvoes was  
returned, silencing their guns and blowing  
up a magazine. At 12.37 the captain de-  
clared the ship out of range to enable the ship's  
company to complete their dinner hour.  
Subsequently permission was obtained to  
return and complete the destruction of the  
battery by deliberate fire. From 12.35 to  
12.37 was what our allies call "*un mauvais  
quart d'heure*," but it was the basest I have  
ever seen.

IN LIGHTER VEIN.

The Jack Tar is an incorrigible wag.  
"Our canteen is doing very well now,  
I think we shall soon be having Turkey  
for breakfast instead of sausage."  
The phrase is from a bluejacket's letter  
home. One would have thought that such a  
subtle reference to the Dardanelles would  
have elicited the vigilance of the most zealous  
censor. Much experience enabled him to see  
the joke, but no one else save the addressee  
was likely to light upon its mystic meaning.  
Well, our friend on the lower deck, de-  
tected a flavour of sausage in the Turkey.  
Perhaps it is the stuffing.  
Yes, he is a wit. Who else would venture  
to treat with scant respect the death-dealing  
forts with which he is daily confronted? He  
dubs them with pet names! The forts at  
Kum Kali will ever be known to him as  
"Sandy Boy" and "Old Jim," names  
reminiscent of a ship's concert a week  
before. Cape Tebel was of course im-  
mediately blessed with the cognomen "Tieck  
Point," and the famous De Tott's  
batteries suffered the indignity of the  
affectionate diminutive "Little Tot." These  
have become classical names to the men in  
the *Triumph*. Even the dignified gunnery  
experts had to bow to the inevitable force  
of public opinion, and would solemnly give  
instructions to their layers to train on "Old  
Jim" or "Totty" as the case might be.

THE SPIRIT OF THE OFFICERS.

Officers are no less guilty of vagueness  
and levity, and at moments when one would  
think there was little time for lighter vein.  
We were steaming out of range after a particu-  
larly hot engagement. The *Triumph* had  
been under an inconvenient cross fire. Shells  
had been shrieking over her and occasionally  
bursting on her armour. The enemy's gun  
positions were well concealed, and until the  
gun-layers had become accustomed to the  
terrain, it was difficult to make any effective  
reply. The situation was relieved by the  
timely arrival of the *Suffield*. She at once  
took on battery "X," leaving the *Triumph*free to concentrate on "Y." These works  
had been thoroughly searched out, and one  
by one the enemy's guns ceased firing.The fore-control officers had had a  
particularly nerve-racking time in their  
exposed position, several shells having  
passed quite near to the fore-top and fallen  
into the sea on our starboard bow. As we  
were steaming away after the action the  
*Triumph* found time to make the following  
signal to her sister ship: "Fore-control  
officers *Triumph* to ditto *Suffield*. Do you  
bols?" Shortly a reply was received: "Fore-  
control *Suffield* to ditto *Triumph*. No; we  
only bols."

CHERRY SOULS THESE!

On another occasion, as we rejoined the  
fleet after the day's work, we noticed that  
a certain battleship had been changing  
her dress during the day. She was painted  
with curious black daubs, an effect  
which, on the dull grey background, may  
have been useful at long distance to reduce  
her visibility, but at close quarters was gro-  
tesque. Officers on the bridge were joking  
at her expense, and the Captain made a  
signal: "Captain to Captain. I think your  
funnels and bows look very artistic. A reply  
was flashed back: "Thanks. Don't mistake  
me for a clown!"**RUBBER MARKET  
ESTABLISHED AT BATAVIA.**Mr. D. de Reus, Consul-General of the  
Netherlands for South China, informs us  
that the plans to establish a rubber  
market at Batavia, Java, have been  
realised by the formation of the "Batavia  
Association for the Rubber Trade;" (the  
Netherlands name reads: "Bataviasche  
Vereniging voor den Rubberhandel.")The object of this Association is not  
only to further and protect the trade in  
rubber, but also to advocate and protect  
its members' interests before the com-  
petent authorities and to prevent or amia-  
bly settle disputes by means of an  
Arbitration Bureau and to fix Regulations  
for the trade.It has been agreed to periodically hold  
private auctions of rubber by tender at  
Batavia; the first took place on March  
28th, followed by another on April 28th.  
The third is announced to take place on  
May 28th. The first two auctions were  
successful, and prove that a rubber  
market in a centre of production has  
excellent prospects, now that the world's  
rubber trade is subject to many restric-  
tions on account of the war. A great  
many advantages result from those local  
auctions for the rubber planters, the most  
important being that they need not any  
longer consign their product for sale  
to Europe, and that they receive payment  
at an earlier date; therefore, they are  
more independent, and besides, the pro-  
ducing country is brought in direct  
relation with the consuming centres.  
The general opinion prevailing is that,  
when the present restrictions of the free  
rubber trade belong to the past, the new  
system of sale will prove its vitality.The auctions are fixed by the Board of  
Association in co-operation with the  
rubber brokers, and every year in Decem-  
ber at the latest the scheme is made up  
for the following year.At the first auction on March 28th,  
1915, 27,933 kilograms of Hevea rubber  
and 1,024 kilograms Ficus rubber were  
offered, and at that on 28th April, 12,934  
kg. Hevea rubber, 2,623 kg. Ficus rubber  
and 795 kg. Castilloa rubber.For the present the dates of the  
auctions can only be fixed one month in  
advance on account of the irregularity  
of the sailings.Samples of smoked sheet and 1st crepe  
rubber as offered for sale at the Batavia  
auctions can be inspected at the local  
Netherlands Consulate General.**THE HONGKONG VOLUNTEERS.**

REPORT BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—J. C. Hart joined the Corps on 10th  
May, 1915, at the age of 1823 and  
posted to Right Section M. G. Co.

TRANSFER.

2.—No. 1821 Pte. A. B. Ramsey from  
H.K.V.C. to Engineer Co. dated 10th  
May.

PROMOTIONS.

3.—Sergeant D. K. Blair, Signalling Section,  
to be Sergeant Major, dated 1st May.  
Corporal S. D. Silas, Signalling Section, to  
be Sergeant, dated 1st May.4.—Lieut. J. H. Laurence, Signalling Section,  
to be Corporal, dated 1st May.  
Pte. P. A. Ross, Signalling Section, to be  
Corporal, dated 1st May.  
Pte. S. Hilden, Signalling Section, to be  
Corporal, dated 1st May.

LEAVE.

1.—Pte. S. B. B. McDermid is granted  
leave of absence from 13th May, 1915  
to 13th May, 1916.

PARADES.

1.—Parades for Wednesday, 12th inst.  
6.10 a.m. Right Section M. G. Co.—Drill  
at Headquarters.7.00 a.m. Signalling Section—Signalling  
instruction at Headquarters.  
Remainder, nil.

DETAIL.

1.—On duty until 7 a.m. 15th inst.—  
H.K.V.C.Orderly Officer.....Lieut. A. M. Preston.  
Orderly Sergeant.....Corpl. Lowick.  
Medical Officer.....Private James.G. E. STEWART, Capt.,  
Adjutant, H.K.V.C.

SPECIAL POLICE RESERVE.

PARADES.

(Central Police Station).  
To-day, May 12th.—Rifle exercises for picked  
men from Chinese, Portuguese, and  
Indian Companies only, 5.30 p.m.Thursday, May 13th.—Rifle exercises for  
whole Chinese Company. Recruits  
will also attend.  
F. C. JENKIN,  
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Hongkong, 25th February, 1915.



# THE WAR.

## "LUSITANIA" INQUEST.

### THE CAPTAIN'S ACCOUNT.

### DEEP ANGER OF BRITISH.

### THE FEELING IN AMERICA.

## SHOOTING BRITISH PRISONERS.

### THRILLING DARDANELLES STORY.

### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

### "NO BRITISH PRISONERS."

#### AUTHORITATIVE STORY OF GERMAN MURDERS.

London, May 11th.  
The Official Press Bureau publishes a Declaration by Mr. Martin (Editor of the *Rotterdamche Nieuwsblad*) and Mr. Van der Mar, a Rotterdam journalist, reproducing statements made to them on separate occasions by three German deserters, whose names, Regiments, Companies, etc., were fully given. All three said that the Bavarian Regiments under Prince Rupprecht received formal orders to make no British prisoners. The order existed exclusively in the Bavarian Army. Soldiers contravening the order were severely punished. Prisoners thus taken were not sent to Germany, but brought to the quarters with their hands bound to their backs and their eyes bandaged, and shot under the supervision of officers. They were not told they were going to be shot. They were mostly wounded men.

The deserters gave full details of several such shootings, together with the names of the officers present. One of the deserters himself shot five of the British prisoners, though he disapproved of the order.

The principal reason given by the deserters for deserting was the rough treatment they suffered at the hands of their officers and the lack of food. The soldiers in the trenches were practically starving. One named Kaller, who was very dull-witted, subsequently disappeared, being short of money. Despite all efforts to dissuade him he went to the German Consulate to get help. A friend waited outside three and a half hours, but Kaller never emerged, and never returned to his lodgings. The Consulate subsequently denied that he had been there.

One of the deserters related a story of the burning of 40 prisoners in a hangar. The perpetrators of this crime received a medal.

Another said that on December 28th, 24 British prisoners, including many officers, were shot by his Company. He was told that one reason for this was that they had blown up a bridge over the Scheldt, near Antwerp, while German troops were crossing in pursuit of the retreating English Army. They were placed against a wall one after another, and fresh soldiers were called from the ranks to shoot each man, nearly every man in the battalion getting practice in shooting an Englishman. This murder was done at Warwick by the orders of Major Hofmann and Lieutenant Neumiehl.

On another occasion a British officer and four soldiers who had surrendered were shot at the castle at Hollebeke after a hand-to-hand fight.

### A SUCCESS BY FRENCH MARINES.

PARIS, May 10th.

To-day's *communiqué* says:—French Marines eastward of St. George's have captured a farm at L'Union, which had been most strongly fortified.

The Germans fired two shells into Dunkirk to-day.

[THROUGH REUTER'S AGENCY.]

### EXPENSIVE GERMAN FAILURES AGAINST BRITISH.

London, May 10th.  
Field-Marshal Sir John French says that the Germans to the east of Ypres made five unsuccessful attacks yesterday. The German losses in these failures were very heavy.

There has only been an artillery action along the front of the First Army to-day.

### FRENCH SUCCESSES.

PARIS, May 10th.

Northward of Arras we maintained all our important gains. There were artillery engagements elsewhere.

The evening *communiqué* says:—North of Arras we maintained all yesterday's gains, notwithstanding several German counter-attacks, and progressed at several points, especially between Carency and Souchez.

The total number of prisoners captured up to three o'clock in the afternoon exceeded 3,000, including a Colonel and 40 other officers. We captured yesterday and to-day ten guns and fifty machine-guns.

German attacks at Berry-au-Bac and Bois le Pretre were repulsed.

### GENERAL.

[THROUGH REUTER'S AGENCY.]

### GERMANY'S METHODS.

#### MR. ASQUITH AND NEUTRALS.

LONDON, May 10th.

At question-time in the House of Commons, Mr. Asquith said that Germany had carried on the war with a progressive disregard of the accepted rules of warfare, but no object would be served in approaching neutrals unless the latter were prepared to take some action. (Cheers.) "We trust that neutrals are growingly realising that the issues involved affect the whole civilized world and the future of humanity." (Loud cheering.)

### ANTI-GERMAN FINANCIERS.

#### FEELING IN LONDON AND LIVERPOOL.

LONDON, May 10th.

The Liverpool Stock Exchange has passed a resolution excluding Germans and Austrians, even those who have been naturalised.

There is a strong anti-German sentiment in London. The Baltic Exchange and Mark Lane opened with the singing of the National Anthem.

Thereafter buyers refused to talk with those of German extraction, and the Committees have requested such members not to attend until further notice.

### ZEPPELINS VISIT SOUTHEAST.

SOUTHEAST, May 10th.

The bombs dropped by the two Zeppelins at Westcliff were mostly incendiary. They landed for the most part on the beach and roads, and damaged half-a-dozen houses. An aged man died in hospital.

### KAISER VISITS GALICIA.

AMSTERDAM, May 10th.

The Kaiser has arrived in Galicia, and witnessed an engagement of the Guards Division.

### THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

### THE DARDANELLES.

#### THRILLING STORY OF LANDING OF TROOPS.

LONDON, May 11th.

A correspondent at the Dardanelles, describing the landing of the English troops on the southern extremity of Gallipoli on April 23rd, says that the landings were made on five different beaches. In one of these, between Cape Helles and Seddulbahr, the memorable and novel experiment was tried of deliberately running a transport, crammed with two thousand soldiers, on to the shore. The general opinion was that many lives would be saved by the cover thus afforded. Great doors were cut in the sides of the transport to allow of rapid disembarkation, and machine-guns, mounted on heavily armoured bridge and bows, swept the shore. The transport, following a bombardment by the warship *Albion*, and preceded by eight lines of towed boats, came in touch with the shore, bow on, close to a rocky reef. The water was too deep to permit of wading, but a steam hopper and lighter were brought up to the stranded portion of the vessel, thus providing a gangway. Meanwhile the transport was subjected to a tornado of fire, and it was certain destruction to leave her. Yet two hundred soldiers dashed down the gangway, and a few survivors reached the beach where there was a sheltered bank. It was obvious that a further landing of troops would mean the annihilation of the whole force, so the attempt was postponed, while the *Albion*, *Cornwallis* and the *Queen Elizabeth* furiously bombarded the shore. The transport lay ashore the whole day, Turkish sharpshooters picking off everyone showing their head on deck, while Turkish Howitzers on the Asiatic shore dropped shells on the transport. Four pierced the deck.

The attempt at landing was renewed at eight in the evening, when almost the whole force landed without the Turks firing a shot, and they obtained a firm hold.

#### FRENCH COMMANDER INDISPOSED.

PARIS, May 10th.

General d'Amade, the Commander of the French Land Forces at the Dardanelles, has fallen ill. He will be succeeded by the well-known Moroccan General, Souraud.

### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

### BOMBARDMENT OF NAGARA.

#### KILIDBAHR OCCUPIED.

LONDON, May 10th.

The *Daily Chronicle* correspondent at Mitylene says that warships are bombarding the eastern fort at Nagara, which is the only fort in the Narrows unoccupied.

The land forces have occupied Kilidbahr and the neighbouring heights.

#### BRITISH STEAMER TORPEDOED.

LONDON, May 10th.

The West Hartlepool steamer *Queen Wilhelmina* has been sunk in the North Sea. She withstood considerable shelling from a submarine, but was too slow to escape. The crew were allowed to get into the boat. The submarine fired a torpedo, but missed. A second torpedo hit the steamer.

### A SUBMARINE'S "MISTAKE."

#### GERMANY APOLOGISES.

THE HAGUE, May 10th.

Germany has informed the Netherlands that the *Katwijk* was sunk by a German submarine in mistake for a belligerent. Regret was expressed and compensation offered.

### OBITUARY.

#### COL. D. M. LUMSDEN.

LONDON, May 11th.

The death is announced of Colonel D. M. Lumsden, who underwent a serious operation at the end of April.

[Colonel] Dugdale M'Favish Lumsden C.B., was a ten-plater in Assam from 1874 to 1893. He was appointed Captain of the Durham Mounted Rifles in 1896, and in 1900 was appointed to Command the Assam Valley Light Horse. Deceased raised Lumsden's Horse, which served in South Africa from March to December, 1900, and in this campaign he was mentioned in dispatches, received the Queen's Medal and three clasps, and also the C.B.]

[THROUGH REUTER'S AGENCY.]

### THE "LUSITANIA" CRIME.

#### INQUEST ON THE VICTIMS.

#### VERDICT OF WILFUL MURDER AGAINST THE KAISER.

LONDON, May 10th.

At the inquest at Queenstown on the victims of the *Lusitania* tragedy, the jury returned a verdict that the torpedoing of the ship was an appalling crime contrary to International law and the conventions of civilised nations, and added: "We charge the officers of the submarine, the Kaiser, and the German Government with the crime of wilful and wholesale murder."

#### THE CAPTAIN'S EVIDENCE.

Captain Turner, who was in command of the *Lusitania*, testified that when he reached the danger zone the boats were swung out and the bulkheads were closed. During a period of haze he reduced speed to 15 knots, and afterwards resumed a speed of 18 knots. He received wireless messages but none were sent. Suddenly the second officer shouted "Here's a torpedo." He ran to the side and saw the wake. Then the torpedo hit the ship. He ordered the boats out, and gave the further order "women and children first." "We tried," said the witness, "but could not check the speed of the ship. It was unsafe to lower the boats till the speed had slackened. She was making some headway when she sank. She floated exactly eighteen minutes. We had no convoy and saw no warship. We went 18 knots so as to reach Liverpool without within two or three hours for high water. I had double look-outs. There was no panic." Captain Turner concluded with emphasis that he had simply carried out his orders and would do so again.

The Coroner complimented the Captain.

#### A STRIKING CONTRAST.

LONDON, May 10th.

The newspapers contrast the jubilation in Germany and the congratulations to Admiral von Tirpitz and the German Navy with the lamentable accounts of the despairing mothers who have lost their children, and the rows of women and young people lying in the morgues and the hospitals filled with women suffering from wounds, shock and exhaustion.

#### BRITISH PEOPLE'S INTENSE ANGER.

LONDON, May 10th.

Never was stronger language used in British pulpits than in yesterday's references to the *Lusitania* outrage. For instance, the Rev. R. J. Campbell, in the City Temple, said:—"How long, Oh Lord, before the hellish Empire of the Prussian Anti-Christ, the stronghold of Satan, is utterly and finally destroyed?" The Times crystallises public sentiment when it says:—"It is impossible to think of retribution until Germany is overrun and Berlin entered. Our energies must be devoted to that unshakable purpose."

The war is temporarily dwarfed by the papers which are overflowing with details of the *Lusitania*.

#### SURVIVORS' NARRATIVES.

Middle Jolivet, the actress, sister-in-law to Mr. Frohman, says that the latter refused to enter the boats. His last words were:—"Why fear death? It is the most beautiful adventure in life."

Several testify that Mr. Vanderbilt was most cool. Just before sinking he fastened his life-belt round a solitary old woman who was passing. Mr. Vanderbilt was coming to Europe to equip and take motor ambulances to France.

Three survivors were sucked inside the funnels from the sea and were expelled by the rush of steam. One woman was thrown into a boat.

Lady Mackworth was found seated in an armchair in the water, unconscious. Two survivors state that they saw the torpedo fired from a distance of two hundred yards.

A third class passenger says that during the voyage three Germans aboard were arrested and were in irons at the time the *Lusitania* was torpedoed.

#### THE MURDERERS SURVEY THE SCENE.

LONDON, May 10th.

A Canadian clergyman says that after the *Lusitania* sank a submarine appeared and the crew, after surveying the scene from the conning tower, dived.

[THROUGH REUTER'S AGENCY.]

### TRAVELLING AT 16 KNOTS.

LONDON, May 10th.

The Cunard S.S. Co., Ltd., announce that the *Lusitania* was travelling at the rate of sixteen knots when she was torpedoed. They also announce that she averaged twenty-one knots since November last and twenty-two during the last voyage.

#### GERMANS GLOAT OVER THE OUTRAGE.

LONDON, May 10th.

A telegram from Geneva states that the German towns are decorated with flags, and the Kaiser has ordered a half holiday.

#### "TRANSYLVANIA" WARNED.

LONDON, May 10th.

Messages from Washington and New York state that a similar warning was issued in regard to the *Transylvania* as in the case of the *Lusitania*, but there was no appreciable effect on the bookings.

#### ADMIRALTY AND PATROLLING ARRANGEMENTS.

LONDON, May 10th.

Mr. Churchill, in the House of Commons, informed various questioners that the inquiry into the lamentable loss of the *Lusitania* would be held without any avoidable delay. He emphasised that it was impossible to announce the arrangements for patrolling the coast. We had an insufficient number of destroyers to provide escorts for merchantmen, of which more than 200 arrived and departed daily safely. The Admiralty sent a warning to the *Lusitania* and directions as to her course. These were acknowledged. He could not detail the matter in view of the inquiry.

Mr. Churchill further intimated that the Admiralty acted on and studied very carefully the various warnings received. They did not know the size or the number of the submarine that sank the *Lusitania*.

#### AMERICAN OPINION.

##### RAGE AND HORROR.

NEW YORK, May 10th.

All the newspapers express rage and horror at the torpedoing of the *Lusitania*.

Reporters asked Count Bernstorff, as he was entering an automobile, if he took into consideration what American people would think. Bernstorff replied, with a oath, "Let them think." He then ordered his chauffeur to drive on.

##### NO JUSTIFICATION.

WASHINGTON, May 10th.

President Wilson and Mr. Bryan have been inundated with telegrams from all over America, many urging a rupture with Germany to prevent further affronts to American dignity.

President Wilson's law officers are unanimously agreed that there was no justification for the sinking of the *Lusitania* simply because a warning was given.

##### AMERICA'S "SEXLESS POLICY."

A former Cabinet Minister, Mr. Wickersham, in a letter to the Press, appeals to the Government to abandon its "sexless policy," and advises the rupture of diplomatic relations with Germany.

The *New York Times* calls upon the neutral nations to join the United States and demand that Germany shall conduct the war without killing neutrals.

##### PRESIDENT WILSON'S EXAMPLE.

President Wilson refuses to speak. He went golfing and motoring on Saturday as an example, presumably, to the people not to become excited.

##### RECOMMENDATION FROM CALIFORNIA.

The Legislature of the State of California has sent a message to President Wilson recommending an increase in the Navy for the protection of the honour and lives of Americans.

##### AMERICAN PULPIT REFERENCES.

References to the tragedy were made in all the pulpits, speakers declaring that President Wilson should be upheld in whatever course he takes.

##### ANOTHER VIEW.

Well-known Senators declare that President Wilson will summon an extraordinary session of Congress to take action in regard to the sinking of the *Lusitania*.

##### AMERICA'S LEAD AWAITED.

Other neutral Governments are anxious to know America's decision, as they have frequently intimated their willingness to join in a movement for the protection of neutrals.

##### COUNT BERNSTORFF THREATENED.

Count Bernstorff has received an anonymous threat that the Embassy will be blown up to-day.

[THROUGH REUTER'S AGENCY.]

### UNITED STATES' PROBABLE COURSE.

PHILADELPHIA, May 11th.

President Wilson, speaking at a meeting of naturalised Americans, indicated that the probable course which will be adopted by the United States in regard to the *Lusitania* horror will be that they will remain at peace and seek to convince Germany of the injustice to mankind of the tragedy.

### THE CROWNING HYPOCRISY.

#### GERMANY'S "DEEP SYMPATHY."

WASHINGTON, May 10th.

A German official message by wireless expresses the deepest sympathy at the loss of the American passengers on the liner. It says that the responsibility, however, rests with Great Britain in forcing Germany to retaliate. Also, British vessels were armed and rammed submarines. The German Government asserts that the *Lusitania* carried 5,400 cases of ammunition. Germany regrets that the Americans trusted the English promises rather than the German warnings.

Count Bernstorff called on Mr. Bryan and expressed regret at the loss of the Americans.

### ROUSING THE BRITISH LION.

#### "FRIGHTFULNESS" STIMULATES RECRUITING.

LONDON, May 10th.

Recent instances of German "frightfulness" have greatly stimulated recruiting, which has boomed this week-end.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### DESPERATE BATTLES IN GALICIA.

PETROGRAD, May 11th.

An official *communiqué* states: Our offensive in the region of Shale has continued successfully. On the 9th inst. our cavalry successfully attacked and chased for several miles of verse, a Bavarian cavalry division, supported by the Prussian Guard and an infantry regiment which had surrounded our troops operating in the direction of Koydany and Beyssagolia.

The enemy, after desperate battles in west Galicia, have succeeded in crossing the upper Wiloka, near Crosso.

We captured several thousands of Austrians and Germans in the past week.

### CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

### THE SITUATION IN CHINA.

#### EXCITEMENT SUBSIDING.

Peking, May 10th.

The excitement over the situation created by the Government's acceptance of the Japanese demands is simmering down.

The vernacular Press continues to express public indignation, and a public meeting is called for Tuesday in the National Park to consider how the National Salvation Fund shall be utilised and what steps shall be taken for the collection of further donations.

General Li Tang Chin attempted to commit suicide on learning of the Government's submission to the Japanese.

The Chinese Banks remain unaffected by the situation.

### FOREIGN TROOPS IN CHINA.

A London telegram to Peking says that Sir Edward Grey, replying to a question, enquiring the number of troops of each of the Powers stationed in China, and suggesting a limitation in the interests of general tranquillity, stated that there are about 500 British troops, 1,100 American troops, 400 French, 200 Italian, 50 each of Russian and Japanese (?). The numbers of German and Austrian troops were not available. Russia and Japan, moreover, maintain, according to Treaties, a certain number of railway guards in Manchuria. The Japanese also have troops in Shantung on account of the war. The agreement among the Powers fixes the numbers of troops to be maintained on account of the variation and importance of other interests; an arrangement for maintaining an equal strength for each Power was impossible.

It is interesting to note that the British Engineers' Association is extending its operations to Russia. A special commissioner has been appointed to that country, and a Russian edition of the official directory of the British Engineers' Association has been printed. The war certainly offers opportunities in that vast empire which British manufacturers are apparently determined to utilise.







## WAR NEWS.

## ITALY AND THE ADRIATIC.

## COMING AGREEMENT WITH SERBIA.

An interesting telegram from Rome is published by the *Paris-Bulletin*. It says that the visit of Signor Tittoni, the Italian Ambassador in Paris, to Rome has undoubtedly a political purpose, and the conclusion may be drawn that he has come to renew the pourparlers which were interrupted to permit of Prince Bulow formulating his proposals to the Italian Government.

This is probable enough, because the agreement between Italy and Serbia is on the point of being brought to a head owing to the friendly intervention of France.

The bases of this agreement are said to be the following:—

Italy would not oppose the occupation by Serbia of an outlet on the Adriatic, but on condition that such territory should not be fortified.

As to the question of Trieste and Istria, this would not even be discussed, the Italian character of those two regions being acknowledged by the Allied Governments.

If the agreement between Italy and Serbia is concluded, as it is believed will be the case in the course of a week, the entry of Italy upon the scene of conflict may be regarded as imminent.

## AMMUNITION FOR THE ENEMY.

## MR. BELLOC'S VIEW OF THE COTTON SCANDAL.

"I cannot conceive why this thing should continue," said Mr. Hilaire Belloc in a lecture at Queen's Hall recently, referring to the refusal of the Government to prevent Germany importing cotton, the essential material for the manufacture of explosives.

He estimated that Germany had now a reserve of 1,000,000 bales of cotton, one-half obtained through neutral countries and the other half through her own ports. Germany, he said, had imported since the beginning of the war about 50 per cent more cotton than in normal times, and all the neutral countries, except Italy, were supplying the enemy to the best of their ability to remain to be said. "I should be glad," he said, "if it were possible to see the reason why, in spite of the blockade, it is that it is believed that the prevention of its passing would involve trouble with a neutral country whose friendship we naturally desire to maintain, and which also is the market in which we may purchase munitions."

"Supposing that cotton had been purchased by us, to what would it have amounted? It would have cost us something less than the bill for one week of the war, and even at the price that Germany has to pay it would have cost us less than the cost of the war for a fortnight."

"In permitting cotton to go through to the enemy, you are doing exactly the same as if Bismarck and von Moltke in 1870 had permitted gunpowder to go into beleaguered Paris."

## THE ANCIENTS AND ACTUAL EVENTS.

Immediately on the declaration of war, newspapers and other ephemeral literature in France divided into almost microscopic proportions, and in some cases entirely disappeared. The *Mercure de France*, one of the best of Parisian fortnightly, suddenly ceased publication after August; most of its staff had been mobilized. After eight months' silence, it reappears, under date of the 1st April, 1915, and will, as far as is possible, continue to appear as a monthly, during the course of the war.

Under the heading of "Review of the Month" appear the following pertinent reflections:—

Among the passages in ancient authors which may be said to act as events, one could scarcely find a more appropriate one than this taken from Cicero (Philippics IV., 5):—

Non est, non est, Quirites, cum ro hostes certamen, quocum aliqua poci conditio esse possit. Neque enim illi servitium vestrum, ut antea, sed nullum iratus sanguinem concupiscit. Nullus ex Indus videtur esse juncturus, quam cruor, quam caedes, quam ante oculos trucidatio civium. Non est vobis, Quirites, res cum scelerato homine atque nefario, quoniam in foveam incidit bellum: quae, si enim illuc emerserit, obruitur. Si enim illuc emerserit, nullus supplicii crudelitatis erit recusat. Incumbit in causam, Quirites, ut facitis. Agitur enim, non quia conditiones victis, sed quia victorie simul, et cum supplicio ingominatioque perituri.

Useless to translate, isn't it? Every one has understood that the bellum ingeminis et tetræ are none other than Antony and William II.—according to the epoch wherein one is placed.

There is a fine subject for comparison (writes the correspondent who sends us the foregoing extract) between the headlong rush of the Germans in France, in August last, and the campaign of Hannibal in Italy; its successive victories of Ticinus, Trebia, Trasimene and Cannae. One might compare the fertile plain of Campania to that of fruitful Champagne, whose vines have reproduced the drunken orgies of Capua; and the historian of the future, wishing to describe German Kultur, would borrow from Livy his judgment on the Carthaginian character:—

Inhumana crudelitas, perfidia, plus quam punia, nihil veri, nihil sancti, nullus deum metus, nullum jusjurandum, nulla religio.

## THE BUSINESS SIDE OF WAR.

## BRINGING UP SUPPLIES FROM THE BASES.

## SPECIAL JOBS.

The following article has been communicated by an Eye-Witness present with General Headquarters:—

There is perhaps nothing concerning an army about which less is known generally than the method by which the forces are maintained in the field, in other words, of the functions of the "Bases" and the "Lines of Communication." The realm of romance is popularly supposed to begin only when the "Front" is reached: the means which enable the soldier to go forward and to remain at the front are forgotten so soon as he gets into touch with the enemy. Nevertheless, apart from their vital importance, they are of considerable interest.

In the case of our armies in France, the bases are naturally at seaports or close to them, and it is from these places that the whole of our force are furnished with reinforcements, remounts, and everything of a material nature that is required for their sustenance. They are the gateways through which all troops and material pass into the country and where large stocks and portions of the reserves are maintained. These places, therefore, are connected with every branch of the Army, but more intimately with two—the Quartermaster-General's Department, which is concerned with the supply of material and animals, and that of the Adjutant-General, which deals with men.

Under the former the Army Service Corps and the Army Ordnance Department are the two chiefly concerned, the first handling "supplies"—which include, generally speaking, all foodstuffs for man and beast, and the second being responsible for the provision of everything—except food and medical stores. There are also the Remount Service, the Army Veterinary Service, the two departments charged with the duty of transporting men and material, movements by rail and canal being carried out by the Railway Transport Department and that by road by the Army Service Corps and the Army Postal Service.

Though the scope of all these services extends right up to the front, it is pressed at present only to touch upon that portion of it connected with the bases. The two most impressive points of the activities at these places are, first, the amount and variety of the work carried out; and, secondly, the very large number of men employed, whether technical experts or labourers, who have enlisted for the war and were until recently civilians.

## A GENERAL DESCRIPTION.

Of the services controlled by the Quartermaster-General that of feeding the Army is, on account of its magnitude, the first to claim attention. The key-note of the system of handling the vast amount of material coming under the head of supplies are simplicity and the saving of labour; and a general description of what takes place at one base will serve to explain what goes on at all. After being brought from overseas the cargoes are landed and stored in the large sheds, or *hangars*, which in all cases line the docks and quays. For convenience in storing and accounting the sheds are divided into sections, and as a ship comes in it takes up a berth opposite the sections which it is desired at the moment to fill. From the staff thus accumulated one day's supplies for the troops dependent on the base in question are each day collected in bays or pens arranged close to the railway line which runs alongside the sheds, each bay being large enough to contain the quantity consumed by a formation such as an Army Corps, a Cavalry Corps, or a Headquarters, etc. Next day the contents of the bays are loaded straight on to the train.

This procedure applies to most articles, but those requiring most careful guarding, such as medical comforts, wines and spirits, are kept separately. Petrol is also stored apart from everything else and is carried in special trucks. Meat is not kept in the sheds, but is retained on board the "frozen meat vessels"—which act as depôts and remain alongside until they are empty and is then placed direct on the rail. Bread, again, is put on rail at the bakeries and does not pass through the sheds. The trucks containing these three articles are added on to the trains when they are finally marshalled before departure. All the bread for the Army is at present baked in the open, at the bases, where there are hundreds of field ovens each capable of baking 50 loaves of 1½ lb. weight—the daily ration. The field ovens, however, are being gradually supplemented by steam travelling ovens, each capable of baking 4,000 loaves a day.

## MISCELLANEOUS LABOURERS.

The never-ending stream of material which pours in necessitates the maintenance at each base of a very large staff, a great portion of which consists of labourers. Besides the ordinary—fatigue parties of troops and the military prisoners constantly employed on work which does not require any particular skill there are large gangs of trained dock hands, *sevedores* and labourers who have been specially enlisted in the Army Service Corps for the unloading of ships and stacking of cargoes. At one place there are 1,400 of such men at work daily on the quays. All are clad in khaki service uniforms, and the storekeepers, who work on board the vessels, wear a blue naval cap as a distinguishing mark. There are also small parties of tradesmen, such as carpenters, to repair broken cases, and needlemen to sew up sacks which have burst, and tally clerks, accountants, storemen, and foremen. These are in addition to the officials who look after the supply trains in transit.

A base supply depot, therefore, has a peculiar life of its own. In activity it resembles a gigantic beehive which, in

spite of its complexity, is regulated by a spirit of the strictest order. This appears all the more remarkable when it is remembered that the great majority of the men employed have never before been subject to military discipline, have been accustomed in peace time to live in an atmosphere of trade disputes, and have been suddenly placed under a strange authority imposing considerable restraint on the action of the individual. In these circumstances the fact that the whole machine works smoothly speaks wonders for the good spirit prevailing among all ranks. At one place the community even possesses a bi-monthly journal of its own known as the *Hong Kong Herald*, which attains a literary level of some merit and is certainly not devoid of humour.

Each train that starts from the base on its journey to the front is in charge of an officer, who has a guard of men under him and is responsible for the safe transit and correct delivery of the goods carried. To assist in the prevention of loss and pilfering every truck is sealed, and at each halting place the whole train is guarded by sentries. On arrival at the head the goods are handed over to the supply columns, which carry them as far as the refilling point, or one stage further towards the units for which they are destined.

## THE ARMY ORDNANCE.

Not far from the store-sheds of the Army Service Corps, but separate from them, are to be found those of the Army Ordnance. A description of the broad scope of the work of the "Ordnance," has already been given; a mere reference, however, was made to that portion of it which was carried out at the bases. So far as the landing and storage of materials dealt with by the department are concerned the procedure is very similar to that adopted for supplies. But there is considerably greater need for careful sorting, stacking, and identification, as may be gathered from the statement that the official list of articles handled contains over 50,000 items, and that there are as many as 30 separate parts in the lock of a machine-gun and 300 in a bicycle. After the articles are checked, labelled, and placed in their proper sections there comes the question of dispatching the normal amount of stores most commonly in request, which are sent up every day to the railhead in anticipation of requirements, and of complying with the independent demands which pour in.

On an average 200 telegrams arrive at the main Base Ordnance Depot every 24 hours, but so many as 600 have been received in one day. Each is usually a request for a number of different articles, sometimes 100 being mentioned, of which separate items have to be extracted and classified in accordance with the sections in which the articles are kept. The latter are then issued by the foreman concerned, collected in bays, and loaded on the trains for the railheads, very much as is done in the case of supplies. Since whole trainloads of stores are handled daily the staff is necessarily large. To accommodate its members at one place is allotted a large warehouse, where over 1,700 men sleep in wooden berths constructed in tiers.

As has already been pointed out, the department has to cope with very different and varying requirements, and to be ready to meet almost any demand at the shortest notice, and its work is therefore less straightforward and simple than that of supply. For instance, when the weather grew cold during the winter, not only had an enormous amount of warm clothing, fur waistcoats, gloves, mufflers, etc., to be furnished, but owing to the nature of the country in which we were operating there was a sudden and quite abnormal demand for braziers, pumps, and waterproof boots. Then, again, a great number of presents for the troops, in the way of clothing, soap, and similar necessities, had to be dealt with.

In a separate range of sheds are collected the articles which in technical parlance are "returned to store," either because they are not required, or "part worn," or are damaged and in need of repair. Here the mounds of equipment, bayonets and rifles, belonging to men who have been killed, wounded, or invalided, and heaps of harness and saddlery, guns and limbers, machine-guns and cycles and articles too numerous to specify. So soon as they are examined by experts they are either destroyed or sent to the workshops for repair. In the form of warfairs which has continued throughout the winter the most common injury to rifles has been found to be the bulging of the barrels caused by a shot being fired when the muzzle is clogged with mud.

## WAR FORTUNES IN SHIPS.

Fortune making at the rate of £100,000 and over per month, says a London contemporary, is reported to be the experience of many large shipowners since the outbreak of war.

"There can be no doubt," said a merchant closely associated with shipping, "that many owners and charterers have made almost fabulous fortunes. I know of one case where a firm is reported, and I believe on very sound grounds, to have made a fortune running into seven figures."

"There is, of course, the other side of the matter. It is only those who have had their ships fire who have been able to make money. Some had their vessels tied up by charters at normal figures right up to the end of December, and others have had their ships taken by the Government."

"Then all shipowners have had to bear increased expenses in wages, coal, insurance and war risks, and delay in discharging cargo owing to congestion at the ports."

"The people who are really making money are the Greek shipowners. For the last few years they have been steadily buying ships, and now have a very considerable mercantile marine. They can take full advantage of the high freight rates, and have not to face the risks British shippers do, nor to pay the extra wages."

## SHIPPING IN PORT.

**ARRIVALS.**  
Aizawa, British str., 2,297, Wm. Dunbar, 5th May—Chingwantao 2nd May, Coal.—Doddwell & Co.  
Cebu Maru, Japanese str., 1,085, M. Oka, 5th May—Hongkong 5th May, Coal.—Mitsui Bussan Kaisha.  
Cheongching, British str., 1,969, V. MacLellan, 5th May—Wei-hai-wei 30th April, General.—Jardine, Matheson & Co.  
Cheuk, Chinese str., 477, Ross, 4th May—Shanghai 30th April, General.—Chinese.  
Chung King, British str., 1,310, Rees, Lewis, 5th May—Swatow 5th May, Rice.—Butterfield & Swire.  
Daiyin Maru, Japanese str., 699, K. Murakami, 28th April—Swatow 27th April, General.—Osaka Shosen Kaisha.  
Demodoc, British str., 4,269, A. E. Dodd, 7th May—Singapore 2nd April, General.—Butterfield & Swire.  
Fooksang, British str., 1,867, T. A. Mitchell, 7th May—Mojoi 2nd May, General.—Jardine, Matheson & Co.  
Halvors, Dutch str., 1,070, Bakker, 5th May, Bulk Oil.—Asiatic Petroleum Co.  
Hanoi, French str., 739, Ch. Le Chevalier, 5th May—Haiphong 7th May, General.—Marty & Co.  
Hingaw, British str., 1,985, A. O. Kennedy, 5th May—Sandakan 3rd May, Timber.—Jardine, Matheson & Co.  
Hutchins, British str., 1,216, Shane, 5th May—Wei-hai-wei 2nd May, General.—Butterfield & Swire.  
Huyen, British str., 1,205, C. P. Cole, 5th May—Bangkok 1st May, Rice.—Butterfield & Swire.  
Kansu, British str., 1,143, Monkman, 5th May—Saigon 4th May, Rice.—Butterfield & Swire.  
Kwangchow, Chinese str., 2,315, Stewart, 10th May—Shanghai 5th May, General.—Chinese.  
Kwintin, British str., 1,072, McGarity, 5th May—Saigon 2nd May, Rice.—Butterfield & Swire.  
Liangchow, British str., 1,220, W. Benson, 5th May—Shanghai 5th May, General.—Butterfield & Swire.  
Loksang, British str., 979, D. W. Ritchie, 5th May—Haiphong 5th May, General.—Jardine, Matheson & Co.  
Mexico City, British str., 7,000, N. A. Starkey, 7th May—Saigon 1st May, Rice and Flour.—Chinese.  
Phuyen, French str., 1,984, Rebaud, 7th May—Saigon 2nd May, Rice.—Bradley & Co.  
Rokun Maru, Japanese str., 3,001, Y. Yamaguchi, 5th May—Balik Papan 1st May, General.—Doddwell & Co.  
Sanyo Maru, Japanese str., 4,855, Y. Maki, 8th May—Mojoi 28th April, Coal.—Toyo Kisen Kaisha.  
Seattle Maru, Japanese str., 2,610, M. Nemoto, 5th May—Manila 5th May, General.—Osaka Shosen Kaisha.  
Singapore, British str., 1,055, H. Trowbridge, 7th April—Newchwang 29th April, General.—Butterfield & Swire.  
Sobu Maru, Japanese str., 1,116, Kobayashi, 7th May—Swatow 5th May, General.—Osaka Shosen Kaisha.  
Suyong, British str., 997, J. Robinson, 10th May—Haiphong and Hoihow 9th May, General.—Butterfield & Swire.  
Taisun, Chinese str., 1,200, Westerlund, 28th April—Shanghai 24th April, General.—Chinese.  
Tamsan, British str., 977, Mathews, 9th May—Hoihow 7th May, General.—Jardine, Matheson & Co.

## FORTHCOMING EVENTS.

Saturday, 15th May.—  
9.15 p.m.—Two Concerts at the Theatre Royal.  
Monday, 17th May.—  
9.15 p.m.—Two Concerts at the Theatre Royal.  
Saturday, 22nd May.—  
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

## HONGKONG TIDE TABLE.

From 12th to 18th May.

| Day of Week | Date | HIGH WATER |         | LOW WATER |         |
|-------------|------|------------|---------|-----------|---------|
|             |      | Mean Time  | Height  | Mean Time | Height  |
| Wed.        | 12   | h. m.      | ft. in. | h. m.     | ft. in. |
|             |      | 7 10       | 6 2     | 1 35      | 3 0     |
| Thurs.      | 13   | 8 7        | 4 8     | 2 38      | 1 6     |
|             |      | 9 12       | 6 6     | 2 6       | 1 7     |
| Fri.        | 14   | 8 52       | 4 6     | 3 17      | 1 2     |
|             |      | 9 32       | 6 8     | 2 51      | 2 9     |
| Satur.      | 15   | 8 53       | 7 0     | 2 53      | 3 1     |
|             |      | 11 23      | 4 1     | 4 36      | 0 9     |
| Sun.        | 16   | 9 17       | 7 1     | 3 19      | 3 2     |
|             |      | 10 45      | 5 2     | 5 17      | 0 2     |
| Mon.        | 17   | 9 21       | 3 8     | 3 19      | 3 4     |
|             |      | 10 45      | 7 2     | 6 0       | 1 0     |
| Tues.       | 18   | 1 0        | 3 6     | 3 50      | 3 5     |
|             |      | 10 17      | 7 0     | 6 47      | 1 2     |

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE

## AT HONG-KONG

## FOR DEMAND DRAFTS ON HONGKONG

On the Day Preceding the Departure of the English Mails from the Year of the Close of the Indian Mints to the Free Gold and Silver

FROM 1893 TO 1909:

## ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1800), and other Useful Information.

PRICE: 31 Cash

On Sale at the "Daily News" Office or Local Bookshops.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and DADE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: 23rd May, Connecting with "SUNAT" From Colombo: 17th June, EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILING.

From Hongkong: "SALAMIS" 15th June, FIRST CLASS ACCOMMODATION FOR PASSENGERS. FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

## "ELLERMAN" LINE.

## JAPAN, CHINA AND STRAITS

TO

MARSEILLES, LONDON AND LIVERPOOL.

For Steamer Sails.

MARSEILLES & LONDON ... "CITY OF NEWCASTLE" On 27th May

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD., GENERAL AGENTS.

Hongkong, 13th March, 1915.

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## THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

## TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 85' by 84' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Dock ranging to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR: JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc. Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

## BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 112. Telegraphic Address—"TAIKOO DOCK." [30]

## JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMER      | FROM     | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|--------------|----------|----------------------|----------------|-------------|
| * TJIKEMBANG | JAPAN    | 12th May             | JAVA           | 13th May    |
| TJILIWONG    | —        | in port              | JAVA           | 15th May    |
| TJIEODAS     | SHANGHAI | 19th May             | JAVA           | 21st May    |
| TJIKINI      | JAVA     | 2nd half of May      | —              | —           |
| * TJIMANOEK  | JAPAN    | 26th May             | JAVA           | 28th May    |
| TJILATJAP    | JAVA     | 2nd half of May      | JAPAN          | —           |

\* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 1574.

Yok Buildings, 1st Floor.

Hongkong, 10th May, 1915.

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## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—15, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA:—MANTLA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES EXCHANGED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Statistics and Facts from the Far East to all parts of the World, will be forwarded free on application. CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914.

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## SHIPPING

## ARRIVALS.

ANNU British str., from Canton.  
AWA MARU, Japanese str., 2,912, T. Hori,  
10th May—Shanghai 7th May,  
General—Nippon Yusen Kaisha.  
EASTERN, British str., 2,272, F. Carter,  
11th May—Mojito 6th May, General—  
Cable, Livingston & Co.  
HAINAN, Chinese str., 1,305, T.  
Hallett, 11th May—Shanghai 7th  
May, General—Chinese.  
HIRANO MARU, Japanese str., 4,500, H.  
Fraser, 11th May—London 3rd April,  
General—Nippon Yusen Kaisha.  
KAMOMO, British str., 3,203, J. P.  
Swinney, 10th May—Shanghai 9th  
May, General—Shewan, Tomes &  
Co.  
NAGOYA, British str., 4,249, A. B. Gar-  
wood, 11th May—London 26th March,  
General—P. & O. S. N. Co.  
NANYO MARU, Japanese str., 1,335, Nishi-  
yama, 10th May—Batavia, Sugar—  
Mitsui Bussan Kaisha.  
PERSIA, British str., 4,353, John Hill,  
11th May—San Francisco 8th May,  
General—Pacific Mail S.S. Co.  
SHINYU MARU, Japanese str., 1,335, R.  
Taguchi, 11th May—Wakamatsu 4th  
May, Coal—Order.  
SELVU, Norwegian str., 865, D.  
Hovbrendor, 11th May—Bangkok 4th  
May, Rice—Thoresen & Co.  
TIENTSIN, British str., 1,223, J. Cogan,  
10th May—General—Butterfield & Swire.  
WENOW, British str., 560, P. R. Purslow,  
10th May—Hobow 9th May, General—  
Butterfield & Swire.  
YUENSANG, British str., 1,126, P. H.  
Rolt, 11th May—Manila 8th May,  
General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
11th May.  
BOLEPOS, Norwegian str., for Saigon.  
DAIGO MARU, Japanese str., for Hongkong.  
DEWALONG, British str., for Canton.  
HSINGCHANG, British str., for Canton.  
SHIYO MARU, Japanese str., for Moji.

## DEPARTURES.

11th May.  
ANNU, British str., for Shanghai.  
CHINCHU, British str., for Manila.  
CHING, Chinese str., for Hoihow.  
HAICHING, British str., for Swatow.  
HUTCHOW, British str., for Canton.  
KALOMO, British str., for London.  
KAIPOON, British str., for Hoihow.  
KUNHONG, British str., for Yokohama.  
PUNYEN, French str., for Hongkong.  
SHIYO MARU, Japanese str., for San  
Francisco.  
TIENTSIN, British str., for Canton.

## SHIPPING REPORT.

The British str. Yuen-sang reports:  
Light winds and fine weather.

## PASSENGERS.

ARRIVED.  
Per Eastern, from Moji, for Hongkong,  
Mr. J. B. Sharp.  
Per Hiranu Maru, from London, etc.,  
Mr. P. R. Butler, Dr. W. J. Burke, Mr.  
and Mrs. Wilson, Mr. A. Gonyer, Mr.  
T. Saito.  
Per Nanyo, for Hongkong, from Lon-  
don, etc., Mr. and Mrs. A. K. Taylor  
and two children, Mr. and Mrs. P. W.  
Pleese and child, Mr. S. Logan, Mr.  
H. Phillips, Mr. M. Murphy, Mr. E. L.  
Kennedy, Mr. M. Costello, Mrs. F. L.  
and Miss Cooke, Masters G. M. and J. P.  
Cooke, Mr. E. J. Post, Mr. and Mrs.  
Cossart and child, from Singapore,  
Capt. T. W. Hewett, and Rev. Rawlin-  
son.

## DEPARTED.

Per Hiranu Maru, for Japan, etc.,  
Mr. G. Mayekawa, Mr. J. Seymour, Mr.  
Chand, Mr. Takumasa, Mrs. A. G. da  
Rocha and three children, Mr. and Mrs.  
Whittaker, Mr. Y. Tanizawa, Mr.  
Hiranu, Mr. Hayashi, Mr. Welhaven,  
Mrs. Emerson and child, Mr. Emerson,  
Madam Pong-oh, Mr. S. A. Singh,  
Mr. F. X. Gineo Ozario, Miss Maria de  
Gracia, Mrs. Sim, Mr. John S. Messrs.  
Gilbert, William, Benson, L. V. Beh-  
rend, Simpson, Hall Butland, Lauson,  
Gray, Kusano, Mrs. Atsumi, Miss Fun-  
akato, Mr. Tanaka, Mr. Sato, Mr.  
Okamoto, Mr. Miyabe and Mr. Naka-  
mura.

## VESSELS EXPECTED.

MERCHANT STEAMERS.  
The str. Sangala from Shanghai, Yoko-  
hama, and Kobe left Moji on the 8th May,  
and may be expected on or about 13th  
May, a.m.  
The str. Japan sailed from Calcutta on  
the 6th inst., and may be expected here on  
or about the 20th inst.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
Kutang, from Calcutta, is due in Hong-  
kong 15th May.  
Kunang, from Moji, is due in Hong-  
kong 15th May.

SHIRE LINE, LIMITED.  
Monmouthshire, from London, is due in  
Hongkong 19th May.  
Merionethshire, from London, is due in  
Hongkong 20th May.

LATEST STEAMER MOVEMENT.  
The C.P.R. str. Monticello arrived  
Yokohama on the 10th May at 5 p.m.

VISITORS TO CANTON  
Should Purchase  
"FROM HONGKONG TO CANTON"

BY THE PEARL RIVER,  
BY  
CAPTAIN C. V. LLOYD.  
With Illustrations, Maps and Plans.  
PRICE ..... \$1.75  
On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH, Ltd.  
Messrs. BREWER & Co.  
Canton: Messrs. A. S. Watson & Co.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                                   | VESSEL'S NAME    | FLAG & REG. | BERTH | CAPTAIN          | FOR FREIGHT APPLY TO          | TO BE DESPATCHED         |
|---|------------------|-------------|-------|------------------|-------------------------------|--------------------------|
| LONDON & SINGAPORE, VIA PENANG, COLOMBO, & C. | NELLONE          | Brit. str.  | —     | J. Gault, R.N.R. | P. & O. S. N. Co.             | About 15th inst.         |
| LONDON VIA USUAL PORTS OF CALL                | NELIA            | Brit. str.  | —     | G. F. Lyndon     | P. & O. S. N. Co.             | On 9th inst. at Noon.    |
| MARSEILLES, LONDON & SINGAPORE, & C.          | MONTMOUTHSHIRE   | Brit. str.  | —     | T. Saito         | JARDINE, MATHESON & Co., Ltd. | On 19th June.            |
| MARSEILLES VIA PORTS                          | MYTASAKI MARU    | Jap. str.   | —     | T. Saito         | NIPPON YUSEN KAISHA           | To-morrow, at Noon.      |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI & JAPAN | NESA             | Brit. str.  | —     | T. Saito         | MESSAGERIES MARITIMES         | On 15th inst. at 1 p.m.  |
| VICTORIA, B.C., & SHANGHAI VIA KANGAROO, & C. | SHATTELL MARU    | Jap. str.   | —     | T. Saito         | OSAKA SHOSHUN KAISHA          | On 14th inst. at 3 p.m.  |
| NEW YORK VIA PANAMA CANAL                     | AWA MARU         | Jap. str.   | —     | T. Saito         | NIPPON YUSEN KAISHA           | On 18th inst. at 4 p.m.  |
| SAN FRANCISCO VIA MANILA & JAPAN, & C.        | MIDDLEHAM CASTLE | Brit. str.  | —     | J. Hill          | DODWELL & Co., Ltd.           | About 15th inst.         |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.      | KORRA            | Am. str.    | —     | A. W. Nelson     | PACIFIC MAIL S.S. Co.         | On 15th inst. at Noon.   |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.      | OHIO MARU        | Jap. str.   | —     | A. G. Stevens    | PACIFIC MAIL S.S. Co.         | On 28th inst. at 1 p.m.  |
| SAN FRANCISCO VIA MANILA & JAPAN, & C.        | NIPPON MARU      | Jap. str.   | —     | A. G. Stevens    | PACIFIC MAIL S.S. Co.         | On 8th June at Noon.     |
| MEXICAN, PANAMA & CHINA PORTS VIA JAPAN       | SHIYO MARU       | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at 10 a.m. |
| AUSTRALIAN PORTS VIA MANILA                   | EASTERN          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| DELGOA BAY, DURBAN, EAST LONDON, & C.         | HITACHI MARU     | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| JAPAN   | SURAT            | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| NAGASAKI, KOBE & YOKOHAMA                     | TITANIC          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| KOBE & MOJI                                   | TANGO MARU       | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| TIENTSIN VIA WEIHAIWEI                        | KUSUNO           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| W. HAIWEI, CHEFOO & TIENTSIN                  | CHONGHONG        | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| DALNY   | HUTCHOW          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI, MOJI, KOBE & YOKOHAMA               | KANBU            | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| NEWCHANG                                      | NAGATA           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI                                      | LANGKOW          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI, MOJI & KOBE                         | LANGKOW MARU     | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI, KOBE & YOKOHAMA                     | TOGA MARU        | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI                                      | KANOHOW          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI, KOBE & YOKOHAMA                     | CONDILLER        | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI                                      | LUCHOW           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI                                      | HANGSANG         | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SHANGHAI                                      | ORIENTAL         | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| ANPING & TAKAO VIA SWATOW & AMOY              | SOBU MARU        | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| TAMUL & KEELUNG VIA SWATOW & AMOY             | DAIJI MARU       | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SWATOW & KEELUNG                              | CHONGHONG        | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SWATOW, AMOY & POOHOW                         | HUTCHOW          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SWATOW, AMOY & POOHOW                         | HUTCHOW          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| MANILA  | FUENSANG         | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| MANILA, CEBU & ILOILO                         | TAKING           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| MANILA  | LOONGSANG        | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| BATAVIA, CHERIBON, SAMARANG, & C.             | TIKORANG         | Dut. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO      | KALAGAWA MARU    | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| BOMBAY VIA SINGAPORE, PENANG & COLOMBO        | SAIGON MARU      | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                  | FOOKSANG         | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                  | SANGOLA          | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                  | COLOMBO MARU     | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                  | KUMSANG          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SINGAPORE, MALACCA & SOUTH AFRICAN PORTS      | BALANG           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| HOUTHAW & HAIPHONG                            | TAKANG           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| SANDAKAN                                      | HUNGANG          | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| HAIPHONG                                      | DAIGO MARU       | Jap. str.   | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| HAIPHONG                                      | LOKANG           | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |
| HAIPHONG                                      | SUNGSIANG        | Brit. str.  | —     | F. Carter        | TOYO KISEN KAISHA             | On 14th inst. at Noon.   |

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR  
HAIPHONG ..... "LOKSANG" ..... Thursday, 13th May, 8 a.m.  
SINGAPORE, PENANG & CALCUTTA ..... "FOOKSANG" ..... Thursday, 13th May, 3 p.m.  
TIENTSIN VIA WEIHAIWEI ..... "CHEONGSHING" ..... Friday, 14th May, 10 a.m.  
SANDAKAN ..... "HINSANG" ..... Tuesday, 18th May, Noon.  
MANILA ..... "YUENSANG" ..... Saturday, 15th May, 3 p.m.  
HOIHOW & HAIPHONG ..... "KUMSANG" ..... Sunday, 14th May, 10 a.m.  
KOBE & MOJI ..... "KUTANG" ..... Wednesday, 15th May, Noon.  
SINGAPORE, PENANG & CALCUTTA ..... "KUMSANG" ..... Wednesday, 15th May, 3 p.m.  
SHANGHAI ..... "HANGSANG" ..... Thursday, 20th May, 10 a.m.  
MANILA ..... "LOONGSANG" ..... Saturday, 22nd May, 3 p.m.

RETURN TOURS TO JAPAN.  
The Steamers "KUTANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time coupled 30 days.  
This service is supplemented by the "YATUNG" and "KUMSANG" and leaving  
Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence  
direct to Hongkong. Time coupled 6 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Passengers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.  
Taking Cargo on through Bills of Lading to Yanching, Choochoo, Tientsin, Dairen, W. Wai, W. Hwang  
Taking Cargo on Through Bills of Lading to Kaitai, Lahad Dato, Singapore, Taiwan, Uman  
Telephone No. 215, Sub. Exch. 4.  
Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 12th May, 1915. GENERAL MANAGERS.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking  
Passengers and Cargo at Current Rates  
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
Telephone No. 215. AGENTS  
Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM  
PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO CHANGE WITHOUT NOTICE  
"SHIRE" LINE SERVICE—HOMEWARDS.  
LONDON ..... "MONMOUTHSHIRE" ..... On 19th June  
TRANS-PACIFIC SERVICE.  
REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,  
TACOMA AND PORTLAND.  
For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 25th February, 1915. AGENTS

## PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27000 tons MANCHURIA 27000 tons  
KOREA 18000 tons SIBERIA 18000 tons  
CHINA 18000 tons NILE 18000 tons  
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

PERSIA (via Manila) Sailing TUESDAY, 18th May, at Noon.  
KOREA ..... WEDNESDAY, 26th May, at 1 p.m.  
SIBERIA ..... TUESDAY, 1st June, at 1 p.m.  
CHINA (via Manila) ..... TUESDAY, 16th June, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of  
the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous  
caterer. Large staterooms, equipped with electric fans, and running water. Berths  
equipped with electric reading lamps. Numerous amusements—water swimming  
tank, billiard tables, chess, games, dances, etc.—not a dull moment throughout the trip.  
The Safety and Comfort of Passengers is our First Consideration

For further information, rates, literature, schedules, etc., apply to  
R. C. MORTON, AGENT,  
KING'S BUILDINGS.  
TEL. NO. 141.

THE YOKOHAMA DOCK CO.,  
LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 6th Editions, Lieber's, Scott's, A.I. and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 505, 651, 2050, 3470.  
NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 451 ft.

Every description of repairs work undertaken. A large assortment of material  
including all shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic pumps, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

## WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouse  
and sugar consignment tax covered warehouses. Floor area 67,917 square yards, or 14 acres.  
Every description of warehousing, Canton-house brokerage and insurance under-  
taken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

## VESSELS ON THE BERTH

## RUSSIAN VOLUNTEER FLEET.

NEXT SAILING FOR  
NAGASAKI AND VLADIVOSTOK.

THE Steamship "TAMBOV," 4,441 Regis-  
tered Tons, Commander L. N. Akhmet,  
will leave Hongkong on or about the 15th day  
of May, 1915.  
This Steamer has very comfortable Passenger  
accommodation. Electric Lights. Powerful  
Wireless.

Fares:  
To Nagasaki ..... 1st Class \$50. 3rd Class \$20.  
To Vladivostok ..... "100." "80."  
For Freight and Passage, please apply to the  
Agency at No. 12A and 14, Hotel Mansions,  
Telephone 1924.  
N.B.—Space for Cargo is very limited and  
early bookings are advised.  
CAPTAIN D. A. LUKHMANOFF,  
Agent.  
Hongkong, 11th May, 1915. [573]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION  
COMPANY.

STEAM FOR STRAITS, OCEAN,  
AUSTRALIA, INDIA, ADEEN,  
EGYPT, MEDIAN, SUEZ,  
PORTS, PLYMOUTH AND  
LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERMANIA GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"NUBIA."  
Captain A. B. Garwood, R.N., carrying His  
Majesty's Mails, will be despatched from this  
port for BOMBAY on THURSDAY, the  
26th May, 1915, at Noon, taking Pas-  
sengers and Cargo for the above Ports, in  
connection with the Co.'s s.s. "MOELAN" from  
Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.  
Suits and Valuables and Tea and Cargo for  
Italy, France and London (under arrange-  
ment) will be transhipped at Colombo into  
the Mail Steamer proceeding via Bombay to  
Marseilles and London. Other Cargo for  
London, etc., will be conveyed via Bom-  
bay and transhipped to the s.s.  
"ARABIA," due in London on the  
2nd July, 1915.  
Passes will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 8th May, 1915. [3]

## REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL.  
S.S. "MIDDLEHAM CASTLE,"  
about end of May.

FOR NEW YORK VIA SUEZ CANAL.  
S.S. "SAINT RONALD," Early in July.  
For Freight and further information, apply  
to—  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 6th May, 1915. [336]

## NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON,  
HAMBURG, LONDON, G. N. O.,  
COLOMBO AND STRAITS.

## THE Steamship

"GLENLOGAN."  
Captain E. J. Stalder, having arrived from  
the above Ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, Kowloon, and stored at Consignees  
risk and expense.  
All broken, stained and damaged Goods are to  
be left in the Godowns, where they will be  
examined on WEDNESDAY, 12th inst., at 10 a.m.  
All Claims must be presented within FIFTEEN  
DAYS of the Steamer's arrival here, after which  
date they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 12th inst. will be subject  
to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 5th May, 1915. [562]

## NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NUBIA."  
Arrived Hongkong on 8th May, 1915  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
steamer are hereby informed that their goods are  
being landed and placed at THEIR RISK in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignment will be sorted out Mark by Mark  
and delivery can be obtained as the Goods  
are landed.

This vessel brings on Cargo:—  
From London, 20, ex s.s. "Moldavia"  
and "Nubia."  
From Persian Gulf, ex s.s. B. I. S. N.  
and P. & O. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless  
instructions are given to the contrary within  
6 hours.

Goods not cleared within 8 days including  
date of arrival will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
Damaged packages must be left in the Go-  
downs for examination by the Consignees, and  
the Company's Surveyors, Messrs. GODDARD  
and DOUGLAS, at 10 a.m. on MONDAYS and  
THURSDAYS. All claims must be presented  
within ten days of the steamer's arrival here,  
after which date they cannot be recognized.  
No claims will be admitted after the goods  
have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 8th May, 1915. [1]



## CHIEF OFFICER'S CLAIM.

MR. GARDINER AND "RESPECTABLE SHIPPING FIRMS."

SOME INTERESTING OPINIONS.

The case was resumed at the Summary Court yesterday in which G. W. Ellis, a master mariner, sued the Phranang Steamship Company, 20, Des Voeux Road. The claim was for \$472.50, being as to \$247.50 for 33 days' salary, and also as to \$225, balance thereof for damages for wrongful dismissal.

Mr. Gardiner was for plaintiff, and Mr. Shenton represented the defendant Company.

Additional evidence was called for the defence.

Mr. A. A. H. Milroy, deputy Superintendent Mercantile Marine Officer, said that in that capacity he exercised the powers of the Harbour Master. In the case under notice the articles had his certificate on them. The agreement on the articles was a running agreement. It was an engagement for the period from January 11th to June 30th and was subject to twenty-four hours' notice. Any one signing on did so for several trips. If a man signed off by mutual consent he waived all claim against the ship. Witness expressed the opinion that as far as the articles in the case were concerned Mr. Ellis had no further claim on the ship, whether verbal or otherwise. It was not necessary for plaintiff to sign off the ship to enable another Chief Officer to be appointed. When a man was discharged through sickness it was put down in the articles, and his wages ceased on the day he left.

By his lordship—If plaintiff was going to be taken on again after he was well it would be entered in the official log book and endorsed on the articles as well. After recommending plaintiff would have to sign on again and commence a new engagement. This engagement would not be continuous from the other one. The procedure as regards signing off on the grounds of sickness did not apply when a man signed off by mutual consent. He had never heard of an universal custom on the China coast to pay wages and to employ a Chief Officer while the other Chief Officer was sick. It was more a matter of arrangement with each individual Company. A Company similar to the defendant Company would only be bound by an express agreement.

At this point Mr. Shenton emphasised the fact the witness had judicial powers, and this led Mr. Gardiner to remark that perhaps witness would give his judgment and thus save his lordship the trouble of having to arrive at a decision. (Laughter.)

Cross-examined by Mr. Gardiner, witness admitted that he had never sat as a Judge or Marine Magistrate since he had held his present post. There was no arrangement locally to pay a man when he was sick and unable to be on the ship. Men in the employ of Messrs. Jardine, Matheson & Co. had to serve for twelve months before they were entitled to that consideration. In Butterfield & Swire's the men received their wages and hospital expenses if they were good men. He did not know of the practice of the China Merchants' Co. The Douglas Company paid their men. There was no question as to the plaintiff being sick. A man going off sick had to fill in a special form whether he went to hospital or not, because if a man went to a hotel and died they would have to send the form home to the Board of Trade. Plaintiff said he had a touch of lumbago and that he would remain behind for a trip.

Mr. F. Reichmann, proprietor of the Grand Hotel, spoke to plaintiff staying at the hotel for three or four days; remaining in his room. He had a very light diet of soda and milk, and complained that he was unable to eat any food.

Mr. Shenton—I am sure your food ought to satisfy anybody. Mr. Reichmann. (Laughter.)

Mr. Shenton then referred to the entry on the official log to the effect that plaintiff had signed off "with leave to rejoin when he had recovered." That entry was made, he said, without the defendant's knowledge or consent. It was a most improper thing to "fake" an official log. He had taken Capt. Flashman's statement at the time, and unknown to him or the Company this entry was put in after an interview which Capt. Flashman had with the plaintiff.

The Secretary to the Company, a Chinese, said that the company was a British one. Plaintiff signed off the ship and that was the reason why he was no longer with the ship.

Mr. Gardiner—Is your Company registered?—Yes.

Are there any Britishers in it?—Yes. How many British members have you?—One or two.

Who are they?—They are all British subjects.

But who are they, and who formed the Company?—The Company was formed by Mr. Bune.

The German gentleman who made himself rather notorious.

Mr. Shenton—That is rather unnecessary.

Mr. Gardiner—And that is what he calls a British Company. Very good.

Witness—Mr. Humphreys is a shareholder in it, too.

Mr. Shenton—Mr. W. G. Humphreys has been registered as a holder of Mr. Bune's shares.

Mr. Gardiner—As liquidator.

His lordship—There is no relevancy.

Mr. Gardiner then asked witness—Do not all the respectable shipping firms pay their men when they are off sick?—No.

I said all respectable firms.

Mr. Shenton—Is not Jardine's a respectable firm?—and they pay only after twelve months' service.

Mr. A. G. Gordon, Superintendent of the China and Manila Steam Navigation Co., said that their ships, the *Rubi* and the *Zafira*, were recently sold, and he received instructions to engage officers and crews to take the ships to England.

Among the number of applications was one from plaintiff, who applied for "anything which was going." He had recommended plaintiff to Messrs. Butterfield & Swire as a Chief Officer.

By Mr. Gardiner—Plaintiff may have only come to make inquiries but he treated it as an application.

Mr. Gardiner here remarked that he rested his case on the agreement between the ship's master, Captain Flashman, and the plaintiff. He had nothing to do with any rules which his friend had quoted.

Mr. Shenton, in the course of his address, said that he rested his defence to the action on two legal grounds; under the Statute definition under the Merchant Shipping Act; if there was a binding agreement it was not enforceable on the grounds of want of consideration; that there never was a contract enforceable by law, it was an *ad idem* between the parties if anything at all. They had never up to the present dismissed the plaintiff. If the plaintiff signed off in a particular way defendant's could not be held to blame. Mr. Shenton added that with regard to the point of custom on the China coast which had been raised by the plaintiff, they had heard that even Jardine's did not pay a man during illness unless he had been in their service for twelve months. In view of the evidence, and also on the facts he had submitted he thought he was entitled to the verdict.

At this juncture the case was adjourned until Monday, Mr. Gardiner remarking that his address would occupy at least an hour.

## SHAMEEN MUNICIPAL COUNCIL

Committee Meetings were held on April 14th and 29th and attended by Messrs. Landing (Chairman), Carey, Hogg, Kitching and Sutton.

## GRASS PLOTS.

Turf is to be laid on the plot between the Victoria Hotel and Blackhead & Co's premises and other bare patches.

## BOAT HOUSE.

It was decided that it would be unwise to spend a large sum on repairs at present owing to the excessive sitting at the boat house, but any urgent repairs would be put in hand at once.

## LOT NO 3, RUSSIAN CONSULATE.

Messrs. Thomas, Adams and Wood's plans for the new building for the Russian Consulate on Lot 3 were laid before the Council and approved.

## FIRE BRIGADE.

A letter was read from Mr. J. C. Catto tendering his resignation as Superintendent of the Fire Brigade, and instructions were issued for a letter to be sent to him thinking him for his services and for the great interest he has taken in the Brigade. Mr. E. Gardiner has agreed to take over the duties of Superintendent *pro tem*.

## WATERWORKS.

A letter from the Chinking Municipal Council asking for particulars of the Shamone Waterworks installation was referred to Messrs. Thomas, Adams and Wood to give the necessary information.

## ACCOUNTS.

A monthly statement of receipts and expenditure is to be submitted.

## NOTIFIABLE DISEASE.

The Council's Health Officer is to be asked to notify local medical practitioners that they must report to him any case of chicken-pox, which is to be a notifiable disease in future.

## VICTORIA HOTEL DOOR.

Mr. Kitching brought up the question of the closing of the side door leading from the new part of the Hotel building into the Police compound, and said it would be a hardship to Mr. Farmer if the privilege were withdrawn, as there was no other way for coolies to enter except by the main entrance. After discussion it was decided to leave to Mr. Farmer a small strip of land in the Police Compound at a nominal rental. The land is to be pulled off and the privilege may be withdrawn at any time on three months' notice being given.

## WASTE WATER.

As a preventative against the breeding of mosquitoes, householders are to be requested to guard against allowing any waste water to lie about in flower-pots, kongs, etc.

## JAPAN'S REVISED DEMANDS ON CHINA.

The Peking correspondent of the *N.Y. Daily News* in a letter on the subject of the revised programme of demands presented to China by Japan says:—

The revised demands proved highly disappointing to the Chinese, and left foreigners still wondering how the Japanese managed to reconcile their present attitude towards China with their engagements under the Anglo-Japanese Alliance. We will let the new edition of the demands speak for itself in detail. As the original demands have already been published, it will be sufficient to quote only those demands which are new, or those which have been modified.

## SHANTUNG.

Article I. and II., demanding that China agree to Japan inheriting German rights in Shantung, and to the non-alienation of any of the territory of the Province, remain unchanged.

Article III., demanding the right to build a Japanese railway from Chefoo or Lungkow is changed to the right of Japan to finance any such line if constructed by China.

Article IV., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

## MANCHURIA.

Articles I., IV., V., VII., and VIII., having been already initialled, as reported during the course of the conferences, there remain Articles II. and III., relating to land settlement, right of trade and travel, and involving the privilege of extra-territoriality. These demands are practically unchanged, but have added to them stipulations affecting legal jurisdiction and local taxation.

Article II., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article III., demanding the right to build a Japanese railway from Chefoo or Lungkow is changed to the right of Japan to finance any such line if constructed by China.

Article IV., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article V., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article VI., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article VII., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article VIII., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article IX., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article X., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article XI., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article XII., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article XIII., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article XIV., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article XV., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

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Article XX., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

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Article XXIX., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

Article XXX., relating to the opening of Treaty Ports, is slightly modified by China engaging herself to do this as soon as possible, the Japanese Minister in China to be consulted.

## SIEMENS-MITSUBI SCANDAL IN JAPAN.

## JUDGMENT OF APPEAL COURT.

Judgment was delivered on the 30th ult. in the Tokyo Court of Appeal in what is known as the Siemens-Schuckert and Mitsui Scandal Case.

Vice-Admiral Matsuo, ex-Inspcctor-General of Naval Construction and adviser to the Mitsui Bussan Kaisha, and Mr. Iwahara, a Director of the Mitsui Bussan Kaisha, were each sentenced to two years' imprisonment, but execution of sentence is postponed for four years.

Mr. Yamamoto, a Director of the Mitsui Bussan Kaisha, was sentenced to eighteen months' imprisonment, execution of sentence being postponed for four years.

Matsuno, a clerk of the Mitsui Bussan Kaisha, was ordered to pay a fine of forty yen, and Kano, a clerk of the same company, was acquitted owing to lack of evidence.

[The sentences of the lower tribunal on July 18th last year were as follows:—Matsuo and Iwahara to two years' imprisonment; Yamamoto to eighteen months' imprisonment, and Matsuno and Kano each to three months' imprisonment.]

## WORSHIP OF CHINESE WAR HEROES.

## HIGH NAVAL OFFICERS TO BE DISMISSED.

A report has reached the *Peking Gazette* that Admiral Li Ho and two other high naval officers, who refused to prostrate themselves before the tablets in the Temple of War Heroes, will be dismissed from service.

The question of the worship of Confucius and other canonised historical personages, says our contemporary, has greatly troubled the minds of Chinese Christians who regard the same as akin to idolatry. When the question of making Confucianism a national religion was at its height two years ago, the fear was expressed by Chinese Christians that the measure was an attempt on the part of non-Christians to expel Christians from Government service, and a formal protest was made to the Authorities pointing out that the proposal was against the principle of religious toleration conceded under the Republic.

Feeling among Chinese Christians is likely to be further aroused if the report of the degradation of the naval officers is confirmed. It is to be hoped that the Authorities concerned will see the wisdom of taking a broad view on a question which, relating as it does to individual conscience and principle, does not in the least interfere with personal efficiency and patriotism.

It is reported on a good authority that Chinese pride is feeling very much hurt on account of the last item in the proposals of the Japanese Government, which is alleged to be in reference to the right of propagating Buddhism in the interior of China.

It is very difficult for the Chinese to reconcile themselves to the idea of being taught by foreigners on moral or religious subjects. According to their conception, they occupy a superior position among the nations with respect to moral and religious teachings. The work of Christian missionaries is generally resented by the educated class of Chinese, and many cases of anti-foreign outbreaks in the interior have been caused by the presence of Christian missionaries among them.

Even in the case of a religion entirely new to the country, a feeling of resentment against the missionaries is very strong, and when Buddhist missionaries are to be received from the country which first received that religion from China, a much stronger resentment may very naturally be left by the Chinese public.

China has had a long history of supremacy in this part of the world and it must be very difficult to expect of her a quick change into a receptive attitude toward the preacher of the religion, who first learnt from China of Buddhism, the propagate. In point of view, the position of the Chinese is that they occupy the position of teachers. Moreover, they do not find the Japanese Buddhism superior in any degree to its influence over the people.

To the Chinese it is believed to be irreconcilable and unbearable, that Japan should send its Buddhist missionaries to them when there is no evidence whatever to prove its superiority over the doctrines and influence of the same religion in China.

Other objections also. Aside from a sentimental objection to Buddhist missionaries from Japan, it is believed that the Chinese are apprehensive of a political design on the part of Japan in sending them out. By influencing the people through religious propaganda, the Chinese thinkers fear that Japan may be aiming at drawing the popular feelings toward itself for the ultimate purpose of promoting its political interests.

It will be no easy task to clear the Chinese minds of their doubts, and sentimental objects in this respect, and unless they are removed it would be impossible to expect their willing consent to the missionary work of Japanese Buddhists in China. It remains to be seen, however, if this question is worth so much effort on the part of the Japanese Representative to carry it through.

Buddhism in this country has a very wide scope of activities, and if its work be resented in China, it is thought that there exists no necessity for trying to force a friendly neighbour to accept missionaries from this country.

## BUDDHISM.

## TEACHER BEING TAUGHT.

The Parliamentary Correspondent of the *Japan Mail* commented on this subject recently as follows:—

It is reported on a good authority that Chinese pride is feeling very much hurt on account of the last item in the proposals of the Japanese Government, which is alleged to be in reference to the right of propagating Buddhism in the interior of China.

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## INTIMATIONS

**LANE, CRAWFORD & Co.**  
(TELEPHONE 1741.)

Ex "LAOMEDON,"

A NEW STOCK OF

**LACE - CURTAINS**

BRITISH MANUFACTURE  
OF THE BEST QUALITY.

THESE GOODS ARE SPECIALLY MADE  
FOR US AND WILL  
WASH AND WEAR WELL.

4 Yards 4½ and 5 Yards Long.

EFFECTIVE DESIGNS IN

WHITE AND IVORY.

From \$5.50 to \$25.00 Per Pair.

**LANE, CRAWFORD & CO.**

**PRINTING & BINDING**

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES  
OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLET WITH ALL THE LATEST AND MOST UP-TO-DATE  
APPLIANCES FOR THE PROMPT PRODUCTION OF  
HIGH-CLASS WORK.

ILLUSTRATED CATALOGUES.

PRICE LISTS.

CIRCULARS.

BAIL AND CONCERT PROGRAMMES.

INVITATION CARDS.

VISITING CARDS.

AND

**COMMERCIAL STATIONERY**

OF EVERY DESCRIPTION

EXECUTED WITH NEATNESS, ACCURACY AND DESPATCH  
UNDER EXPERIENCED EUROPEAN SUPERVISION, AT REASONABLE  
PRICES.

**BOOK-BINDING**

IN ALL ITS BRANCHES.—

MACHINE-RULING, GOLD-LETTERING, MARBLING, ETC.

EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.

LAW WORK A SPECIALITY.

LEDGERS AND ACCOUNT BOOKS.

AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY  
OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

## NEW CARTRIDGE.

By popular English Manufacturers  
In all Bore and Sizes.

SMOKELESS POWDER and CHILLED  
SHOT. From No. 10 to 55SG. at 56, 57 and  
57.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT &amp; Co.

Hongkong, 4th February, 1915.

[593]

報新外中港香  
CHUNG NGOI SAN P'IO



## NEW ADVERTISEMENTS

MACAU.  
COMMISSION OF HOUSE BUILDING,  
EXECUTIVE SUB-COMMISSION.

## NOTICE.

IT IS HEREBY PUBLICLY NOTIFIED that on the 15th instant, at 4 p.m., in one of the rooms of the Direction of the Public Works, before the Sub-Commission assembled in session, ORAL BIDDING will take place for the BUILDING OF SIX HOUSES in the filled fields of Mong-ha.

Plans and Specifications of the works will be on view in one of the rooms of the said Department, every week day, during the usual working hours of the said Department.

The Adjudication will be made to the tender offering the best advantage in price, but the Sub-Commission reserves to itself the right, not to make any adjudication, if it does not suit its interest.

For the President of the Commission,  
MIGUEL M. WAGER RUSSELL,  
Director of Public Works.  
Macau, 11th May, 1915. [575]

## NOTICE TO CONSIGNEES.

P.M. S.S. "PERSIA."  
FROM SAN FRANCISCO, JAPAN  
PORTS AND MANILA.

THE above mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board 12th May, at Noon, will be subject to landing charges, and if undelivered 17th May, at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All claims and other damaged Cargo will be claimed at the above Company's Godown 15th May, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 25th May, otherwise they will not be recognized.

R. C. MORRISON,  
Agent.  
Hongkong, 11th May, 1915. [18]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"NAGOYA."

Arrived Hongkong on 11th May, 1915.  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ, BOMBAY  
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out. Mark by Mark, and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 11th May, 1915. [1]

## NOTICE.

I HAVE This Day taken into Partnership my son, CHARLES REGINALD CHRISTOPHER LATHAM. The Business formerly carried on by me alone under the style of LATHAM & Co., will in future be carried on by us in Partnership.

Dated at Singapore, this 1st day of May, 1915.  
HAROLD LATHAM. [567]

## LOST.

\$10 REWARD.

FROM Tai Po, SETTER DOG, Half-grown, Black Head, White Body, Black Patch on Back. Name "BEX."

Finder please return to nearest Police Station.

D. W. THREMAN.  
Hongkong, 13th May, 1915. [568]

ESTATE OF W. C. H. WATSON,  
DECEASED. Late Commissioner of Customs at Mong-tzu.

ALL MONIES due to the above estate and all claims against the estate should be sent to the Undersigned before June 15th after which date no claims will be recognized.

HERBERT GOFFE,  
Consul-General.

H.M. Consulate General  
Yunnanfu.  
Yunnanfu, 30th April, 1915. [471]

## WANTED.

AN EUROPEAN BOOK-KEEPER. State qualifications and salary required. Not more than 3 certificates or references need be sent.

Apply to—  
Care of "Daily Press" Office.  
Hongkong, 11th May, 1915. [574]

## NOTICE.

ALL Persons applying to the PROVOST MARSIAL for Passes are requested to appear between the hours of 8 A.M. to 1 P.M. and 3 to 4 P.M. daily.

Hongkong, 16th February, 1915. [282]

## PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO.,  
LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 22nd May, 1915, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1915, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 4th May, 1915. [569]

HONGKONG TRAMWAY COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from SATURDAY, 1st May, 1915, until SATURDAY, 20th May, 1915, both days inclusive.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 26th April, 1915. [543]

THEATRE ROYAL.  
CITY HALL.

## TWO CONCERTS ONLY.

SATURDAY, MAY 15TH, AND  
MONDAY, MAY 17TH.

## MISCHAELE PIATRO.

WORLD-FAMOUS VIOLINIST  
(The Gold Medalist of Petrograd Conservatoire),  
and  
ALFRED MIROVITCH,  
THE CELEBRATED PIANIST  
(Winner of the Great Neuberger Prize).

NOW ON A WORLD-WIDE TOUR.  
Direct from Queen's Hall, London, Reichstein Hall, Berlin, and the other principal Halls of Europe.

HONGKONG'S HIGHEST MUSICAL TREAT.  
Booking Now Open at MESSRS. MOUTRIE'S.

PRICES: \$3, \$2 & \$1.  
Commences 9.15 Sharp.  
Hongkong, 7th May, 1915. [564]

## UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL  
EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the MATRICULATION, SENIOR and LOCAL EXAMINATIONS will be held on the following Dates:—

JULY 12th—17th, 1915.

Arrangements will be made to hold the Examinations at any town where a sufficient number of candidates offer themselves.

Candidates must send in their Names to the Registrar, with the fee, not later than June 1st, 1915.

Examination Fee \$10 (Hongkong Currency). Forms of Entry and all particulars may be obtained on application to the REGISTRAR, UNIVERSITY, HONGKONG.

TWO KING EDWARD VII SCHOLARSHIPS of 240 a year each, for five years, will be awarded on the results of the MATRICULATION Examination.

These Scholarships are tenable by British subjects only who must be under the age of 21 on the 1st July. A Candidate who wishes to compete must, on or before the first day of the Examination, deliver to the Registrar proof that he is a British subject.

One School ship will be tenable in the Faculty of Arts, the other in any Faculty.

Hongkong, 5th May, 1915. [560]

## YOKOHAMA.

## BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND  
BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME  
COMFORT.

MODERATE TERMS. [348]

## ORDER AT ONCE.

## THE

## DIRECTORY

## AND

## CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR

1915.

INDISPENSABLE TO EVERY

BUSINESS MAN.

TO BE OBTAINED FROM THE—  
HONGKONG DAILY PRESS OFFICE  
and  
LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy owing to changes incidental to the War.

Hongkong, 16th March, 1915.

## HOUSES TO LET

## TO LET.

HOUSES in "TORRES BUILDINGS,"  
"ROSE TERRACE" and "DURBAR,"  
Kowloon.

Apply to—  
SPANISH DOMINICAN  
PROSECUTOR.  
Hongkong, 12th May, 1915. [361]

## TO LET.

GODOWN, No. 6, Duddell Street.  
Apply to—  
A. R. AVASIA,  
Care of E. PARANEY,  
No. 1, Duddell Street.  
Hongkong, 2nd February, 1915. [244]

## TO LET.

A HOUSE at Observatory Hills, Kowloon.  
Apply to—  
ARRATTON V. APCAR & Co.  
Hongkong, 16th March, 1915. [392]

## TO LET.

GODOWN, No. 84, Praya East.  
Apply to—  
KWONG SANG HONG, Ltd.,  
No. 248, Des Vaux Road Central.  
Hongkong, 19th February, 1915. [305]

## TO LET.

AT THE PEAK.  
No. 2 STEWART TERRACE,  
Furnished and newly decorated.  
Apply to—  
H. E. POLLOCK,  
(Princo's Building).  
Hongkong, 20th January, 1915. [53]

## TO LET.

A HOUSE in Knapford Terrace,  
Kowloon.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, 1st March, 1915. [45]

## TO LET.

FLATS in Nathan Road, Kowloon.  
A FLAT in Humphrey's Buildings, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE  
Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 20th April, 1915. [289]

## TO LET.

HOUSES in CLIFTON GARDENS,  
Conduit Road.  
OFFICES, facing the Harbour between the  
Hongkong Club and Post Office.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, 1st April, 1915. [38]

## TO LET.

THE GROUND FLOOR of No. 6, DES  
VOUX ROAD CENTRAL, occupied  
by Madame Gains, etc.  
Apply to—  
DAVID SARASON & Co., Ltd.  
Hongkong, 10th February, 1915. [272]

## TO LET.

QUEEN'S BUILDING.  
TWO LET, the South-West portion of the  
FIRST FLOOR, including Treasury  
on Ground Floor, lately in occupation of the  
German Bank.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, 1st March, 1915. [35]

## TO LET.

IN ALEXANDRA BUILDINGS,  
EVERY CONVENIENT OFFICES  
and ROOMS. Including a Fine Commodious  
Suite.  
Apply to—  
SECRETARY,  
A. S. WATSON & Co., Ltd.  
Hongkong, 22nd October, 1914. [36]

## TO LET.

"BISHOP'S LODGE SOUTH," No. 11,  
THE PEAK, Unfurnished, 5 Rooms,  
"WOODBURY," No. 4, Hankow Road,  
Kowloon.  
No. 1, CAMERON VILLAS, No. 61, THE  
PEAK, Unfurnished, 1 immediate possession.  
No. 3, DES VOUX VILLAS, 52, Mount  
Kellett, The Peak (Furnished or Unfurnished).  
No. 25, BELLILOS TERRACE, with  
entrance on Conduit Road.  
No. 27, BELLILOS TERRACE, with  
entrance in Conduit Road. In very good order.  
3 ROOMS, suitable for Offices, 1st Floor,  
Queen's Road Central.  
"WESTWARD HO," Bonham Road.  
"EGGERSFORD," No. 124, THE PEAK,  
Unfurnished (6 Rooms), from 1st May, 1915.  
"MERION," No. 6, THE PEAK, Unfurnished  
(6 Rooms).  
ROOMS in BEACONSFIELD and 55,  
ELGIN TERRACE.  
"BOGATE," Austin Road, Kowloon.  
No. 2, DES VOUX VILLAS, 51, PEAK  
(Unfurnished).  
ROOMS, suitable for Offices, on the First  
Floor of No. 3, Duddell Street.  
No. 53, THE PEAK (6 CAMERON VILLAS  
Apply to—  
LINDSAY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 4th May, 1915. [43]

## INTIMATION

A. S. WATSON  
& CO., LTD.

ESTABLISHED 1841.

ERATED WATER  
MANUFACTURERS

FORMAZONE.

A REFRESHING, INVIGORATING  
and PALATABLE drink particularly suited  
for Tennis and Bathing Parties.

PINTS \$1 PER DOZ.

SPLITS 60 CTS. "

PYERIS.

Chemically, an exact reproduction of a well-  
known German spring, at last the price. Blends  
Perfectly with Spirits, especially Whisky. Once  
try a Whisky Pyeris and you will ask for it  
again.

PRICES—

\$0.85 PER DOZ. PINTS.

\$0.50 " " SPLITS.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in  
the Far East. The real charm of Stone Ginger  
Beer is the favour produced by partial  
fermentation; without this no Stone Ginger  
Beer can be said to be genuine.

PRICE:—\$0.85 PER DOZ.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its  
"Dryness" is a feature which has helped to  
give this drink the popularity it so well  
deserves.

PRICES—

\$1.00 PER DOZ. PINTS.

\$0.60 " " SPLITS.

A. S. WATSON & CO.,  
LIMITED.

BIRTH.

TENNEY.—On May 5th, at Shanghai, to  
Mr. and Mrs. W. H. TENNEY, a  
daughter.

HONGKONG OFFICE: 104, DES VOUX ROAD O.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 12TH, 1915.

THE SITUATION IN CHINA.

The best indication that the Chinese in  
the North are accepting philosophically  
the Government's submission to the  
Japanese Ultimatum is the news from our  
Peking correspondent that the Chinese  
banks remain unaffected by the situation.

It is a sure indication that there is no  
apprehension of a disturbance of the  
peace on any extensive scale. Local dis-  
turbances are still quite likely in the  
areas most directly affected by the  
demands, but the Government has  
recognized the military weakness of the  
country and the futility of an appeal to  
arms. That the people remain so  
peaceful under what they quite legiti-  
mately regard as a grave indignity must  
be accepted as strong proof that the  
confidence of the people throughout the  
country and in establishing an effective  
control. That is the one great satis-  
faction to be derived from a study of the  
position. Abundant evidence has been  
furnished that Japan's action is deeply  
resented throughout the length and  
breadth of the Republic, and we  
greatly fear that it is impossible to  
regard the acceptance of the Ultimatum  
by the Chinese Government as the final  
settlement of the whole matter. "The  
gravest of the concessions included in the  
Chinese reply to the revised Japanese  
demands," said the Peking Gazette  
recently, "are those relating to South  
Manchuria, Eastern Inner Mongolia and  
Fukien. In the first-named region we  
have conceded to the Japanese rights and  
privileges wholly inconsistent with any  
theory of territorial sovereignty; and if  
they are accepted by Japan, a system will  
be established in what we repeat is the  
richest area of the whole of extra-mural  
China which must within a decade share  
the fate of the land of the strangled  
Nation whose independent existence was  
guaranteed by the island Power, and

## LOCAL SPORT.

## HONGKONG TENNIS

## TOURNAMENT.

FINAL DECIDED IN HANDICAP  
SINGLES.

The final in the Handicap Singles—"B" class—was played off last evening. The finalists were Dr. Koch, who received 15/3, and Viveash who owed 2/6. In a manner which must have given the player every confidence, Viveash won the first two sets 6-4, 6-4, his playing and more quickly executed general tactics proving too much for Dr. Koch, who however, with the disadvantage of years, made a good show and gave evidence of old-time skill. This was brought out in a most effective manner by Dr. Koch in the third set. At one time he was leading five love. Viveash had to put up a great struggle and won the next two games, but his opponent, playing with much more confidence as a result of his success went on and won the next game quite easily, and this carried with it the set. The strenuous character of the third set evidently proved too much for the older player, for Viveash won the set and match by 6-2. In the concluding set he played closer to the net, and in this he placed so well that frequently Dr. Koch simply stood and watched the ball skip away to the opposite side of the court. The loser put up quite a good game, but the advantage of years in Viveash's favour, along with just a little more skill, easily accounted for the heavy handicap which he had to wipe off. The full scores were:—6-4, 6-4, 2-6, 6-2.

## SHANGHAI RACE MEETING.

RACE FOR THE CHAMPIONSHIP.

The following is taken from the N. C. Daily News report of the race meeting:—

2.—THE CHAMPION SWEEPSTAKES.—Value, Tls. 1,000. Second pony, 300. Third pony Tls. 200. Four Chinese ponies winners at this Meeting. Weight for inches as per scale.—One mile and a quarter.

Mr. Henry Morris' bay Beaconsfield (Mr. Stewart) 158-1

Mr. Ezra's grey Rosewood (Mr. Johnstone) 155-2

Mr. Evelyn's dun Sir Victor (Mr. Heard) 158-2

Mr. W. S. Jackson's grey Suffolk (Mr. Burkill) 161-0

Mr. Henry Morris' dun Cornfield (Mr. Bremner) 158-0

Mr. Henry Morris' chest Castlefield (Mr. Moller) 155-0

Mr. G. H. Thomson's grey Paladin (Mr. Hill) 155-0

Mr. Lamerton's grey Marmag (Mr. Rowe) 154-0

Mr. Durgor's grey Concession (Mr. Dalgleish) 159-0

The principal race of the meeting—the Champion Sweepstakes—brought out a field of nine ponies, which included three of the Morris stable. From a good start, Rosewood took up the running, followed by Paladin and Cornfield, Marengo being fourth. At the mile post, Rosewood had a lead of five lengths, with Cornfield second, Paladin third, Beaconsfield fourth, and Marengo fifth. At Longfield, Rosewood was out with a lead of eight lengths from Cornfield, which was two clear lengths ahead of Paladin and Beaconsfield, racing neck and neck. At the three-quarters, Rosewood's lead had been reduced to three lengths, the rest of the field being fairly well bunched. Rounding the corner Rosewood went again and established a lead of three lengths. At the Monument this lead was increased to four lengths. Beaconsfield then began to come up, and ran level with Cornfield in second place, Paladin being fourth. Rosewood led into the straight, wide of the rails, and Suffolk came on the outside. Beaconsfield, however, got the race in hand just after the home straight had been entered, and establishing a good lead, won comfortably by two lengths. Rosewood and Sir Victor raced gamely for second place, the judge awarding a dead heat. Suffolk was fourth, fairly close up. Time, 2min. 35secs.

When the Pacific Mail s.s. Persia arrived at Yokohama from San Francisco recently Karl Roth, a German belonging to Siemens-Schuckert, booked for Kob, attempted to land, but was prevented by the Police.

At the Marine Court yesterday Percival R. Parslow, master of the Wenchow, was charged with unlawfully carrying passengers on board his vessel without a passenger certificate, in the Harbour on the 29th ult., and was fined \$500.

Mr. D. Meester, residing at the Peak, was summoned yesterday for allowing his dog abroad without his muzzle. The prosecution alleged that the dog was seen in Plunket's Road and followed to the defendant's residence, where the "boy" said it belonged to the defendant. The case was adjourned until to-day for the "boy" to be called.

The death of Mr. H. A. Bell occurred at Sandakan on April 13th, of dysentery, after an illness of but a few days. He was buried with all the impressive solemnity of a military funeral. Mr. Bell arrived in Borneo with his wife only so recently as January 1st of this year, to take up the appointment of Chief Police Officer. He had in these few months become exceedingly popular with all his brother officers in Sandakan, and those with whom his work threw him in closer contact are aware, says a contemporary, that they have lost not only a friend who possessed a great charm of manner, but also a fellow worker of considerable keenness and ability.

Amount already acknowledged \$693.20

Mrs. Winslow 15.00

7808.20

MONTHLY SUBSCRIPTIONS.

Amount already acknowledged \$20.00

GOLD EXCHANGE STANDARD  
FOR CHINA.

With regard to the adoption of a new monetary standard, a series of conferences have been held by the Currency Reform Committee without reaching any conclusion. In view of the urgent need of the country, the Minister of Finance has, in spite of the vacillation of the Currency Reform Committee, decided that the gold exchange standard should be adopted, on the ground that its adoption does not involve much expenditure for the Government. After the adoption of this standard, the country will sustain no more losses in exchange. A set of regulations governing the procedure in adopting this monetary reform have been drawn up and referred to a conference held in the Ministry of Finance.—Peking Gazette.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS                       | TO SAIL          | REMARKS                    |
|--|--------------------------------|------------------|----------------------------|
| SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA                        | Capt. A.B. Garwood, R.N.R.     | 3 P.M. 12th May. | Freight and Passage.       |
| LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES | NELLORE Capt. J. Gaunt, R.N.R. | About 15th May.  | Freight and Passage.       |
| LONDON VIA USUAL PORTS OF CALL                                   | NUBIA Capt. G.F. Lydon         | Noon, 20th May.  | See Special Advertisement. |
| SHANGHAI   | ORIENTAL Capt. A.L. Valentini  | About 20th May.  | Freight and Passage.       |

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th May, 1915.

## CHINA NAVIGATION CO., LTD.

| FOR                         | STEAMERS    | TO SAIL              |
|-----------------------------|-------------|----------------------|
| SWATOW AND HONGKONG         | "CHUNGKING" | On 12th May, 4 P.M.  |
| NEWCHWANG                   | "KWEILIN"   | On 13th May, 4 P.M.  |
| SHANGHAI                    | "LIANGCHOW" | On 13th May, 4 P.M.  |
| HAIPHONG                    | "SUNGKIANG" | On 14th May, 10 A.M. |
| WEIHAIWEI, CHEFOO & TIENSIN | "HUNGHOW"   | On 14th May, Noon.   |
| DALNY                       | "KANSU"     | On 14th May, 4 P.M.  |
| SHANGHAI                    | "KANCHOW"   | On 16th May, 10 A.M. |
| MANILA, CEBU and ILOILO     | "TAMING"    | On 18th May, 4 P.M.  |
| SHANGHAI                    | "LUCHOW"    | On 18th May, 4 P.M.  |

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "TINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 12th May, 1915.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMERS  | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|-----------|--------------------------------|------------------------------|
| EASTERN   | On 15th May, 10 A.M.           | On 22nd May, 10 A.M.         |
| ALDENHAM  | On 22nd May, 10 A.M.           | On 29th May, 10 A.M.         |
| STABLEMAN | On 29th May, 10 A.M.           | On 5th June, 10 A.M.         |
| EMPIRE    | On 5th June, 10 A.M.           | On 12th June, 10 A.M.        |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN             | LEAVING                      |
|-----------|---------------------|------------------------------|
| "HAINUM"  | Capt. A. H. Stewart | FRIDAY, 14th May, at 1 P.M.  |
| "HAIYAN"  | Capt. J. W. Evans   | TUESDAY, 18th May, at 1 P.M. |

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 8th May 1915

## BRITISH INDIA S. N. CO., LTD.

### A PCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANGOLA," 5162 tons, Captain Milne, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS

Hongkong, 11th May, 1915.

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice:

| Steamer     | Displacement Tons and Speed. | Leave Hongkong.     |
|-------------|------------------------------|---------------------|
| CHIYO MARU  | 22,000—21 knots              | TUES., 8th June.    |
| TENYO MARU  | 22,000—21 knots              | TUES., 29th June.   |
| NIPPON MARU | 11,000—19 knots              | TUESDAY, 13th July. |
| SHINYO MARU | 22,000—21 knots              | TUES., 27th July.   |

Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.  
" " " " at 10.30 A.M.

|                         |           |                         |
|-------------------------|-----------|-------------------------|
| FIRST CLASS TO LONDON   | £71.10... | RETURN (6 MONTHS) £129. |
| FIRST CLASS TO NEW YORK | £60. ...  | " " " " £96.10.         |
| " " " " SAN FRANCISCO   | £45. ...  | " " " " £68.            |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,  
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND  
VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

| Steamer    | Displacement Tons and Speed | Sails             |
|------------|-----------------------------|-------------------|
| SEIYO MARU | 14,000—15 knots             | Wedday, 12th May. |

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,  
King's Building.

TELEPHONE 291.

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## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

OUTWARD

| FOR                         | STEAMERS   | TO SAIL                |
|-----------------------------|------------|------------------------|
| SHANGHAI, KOBE and YOKOHAMA | CORDILLERE | On 17th May.           |
| YOKOHAMA                    | HOMEWARD   |                        |
| MARSEILLES VIA PORTS        | NERA       | On 15th May, at 1 P.M. |

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.  
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES,  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA and TACOMA via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer "SEATTLE MARU" ... T. Saito ... FRIDAY, 14th May, at 3 P.M.  
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Trussers and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

|  |         |
|--|---------|
| Steamer "SAIGON MARU" ... T. Yamaguchi ... SUNDAY, 30th May, at 7 A.M. | Leaving |
| FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.                              |         |
| Steamer "DAIJIN MARU" ... K. Murakami ... SUNDAY, 16th May, at Noon.   | Leaving |
| "KAISO MARU" ... Y. Yamamoto ... SUNDAY, 23rd May, at Noon.            |         |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

|  |         |
|--|---------|
| Steamer "BOSEU MARU" ... A. Kobayashi ... THURSDAY, 13th May, at 10 A.M. | Leaving |
|--|---------|

FOR HAIPHONG (DIRECT).

|  |         |
|--|---------|
| Steamer "DAIJI MARU" ... S. Tokuzumi ... WEDNESDAY, 12th May, at 10 A.M. | Leaving |
| "KEIJO MARU" ... IMAIZUMI ... SUNDAY, 16th May, 10 A.M.                  |         |

These Steamers of Coast and Fisheries Line have Excellent accommodation for 1st Class Passengers and are fitted with Electric Light and Fans.  
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,  
MANAGER,  
Second Floor, No. 1, Queen's Building.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | Steamers | Leave    | Leave    | Connecting Steamer    | Due at     | Due at   |
|--------------------|----------|----------|----------|-----------------------|------------|----------|
| Leaves             | to       | SHANGHAI | HONGKONG | from                  | MARSEILLES | London   |
| YOKOHAMA           | COLOMBO  | HAI      | KONG     | MARSEILLES and LONDON | if calling |          |
| May 24             | NUBIA    | May 16   | May 20   | MOULCAN               | June 12    | June 26  |
| June 7             | ORIENTAL | June 1   | June 18  | MULDAVI               | July 4     | July 11  |
| June 21            | MALTA    | June 14  | June 18  | EGYPT                 | July 18    | July 24  |
| July 19            | SARDINIA | June 28  | July 2   | MEDEIA                | Aug. 1     | Aug. 8   |
|                    | NUBIA    | July 12  | July 16  | MONGOLIA              | Aug. 15    | Aug. 22  |
|                    | ORIENTAL | July 27  | July 31  | MALWA                 | Aug. 28    | Sept. 4  |
|                    | MALTA    | Aug. 9   | Aug. 13  | PERSIA                | Sept. 11   | Sept. 18 |
|                    | SARDINIA | Aug. 23  | Aug. 27  | MORSA                 | Sept. 25   | Oct. 2   |
|                    | NUBIA    | Sept. 6  | Sept. 10 | MALOJA                | Oct. 9     | Oct. 16  |

Passenger change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marcella are as follows:—

|            | 1st Saloon | 2nd Saloon | 3rd Saloon | 4th Saloon | 5th Saloon | 6th Saloon | 7th Saloon | 8th Saloon | 9th Saloon | 10th Saloon | 11th Saloon | 12th Saloon | 13th Saloon | 14th Saloon | 15th Saloon | 16th Saloon | 17th Saloon | 18th Saloon | 19th Saloon | 20th Saloon |
|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| LONDON     | £105.      | £70.       | £45.       | £30.       | £20.       | £15.       | £10.       | £8.        | £6.        | £5.         | £4.         | £3.         | £2.         | £1.         | £1.         | £1.         | £1.         | £1.         | £1.         | £1.         |
| MARSEILLES | £105.      | £70.       | £45.       | £30.       | £20.       | £15.       | £10.       | £8.        | £6.        | £5.         | £4.         | £3.         | £2.         | £1.         | £1.         | £1.         | £1.         | £1.         | £1.         | £1.         |

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES  
PROPOSED SAILINGS:

| STEAMERS | Leave    | Leave    | Leave      | Leave      | Due at   | Due at   |
|----------|----------|----------|------------|------------|----------|----------|
| YOKOHAMA | SHANGHAI | HONGKONG | SWETTENHAM | if calling | London   |          |
| NELLORE  | May 6    | May 12   | May 18     | June 17    | June 26  |          |
| NAGOYA   | May 24   | June 3   | June 9     | June 15    | July 13  | July 22  |
| KARMA    | June 21  | July 1   | July 7     | July 13    | Aug. 12  | Aug. 20  |
| KASHGAR  | July 19  | July 29  | Aug. 4     | Aug. 10    | Sept. 10 | Sept. 19 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

1st Saloon £54 Single, £31 Return; 2nd Saloon £38 Single, £23 Return;  
FARES TO MARSEILLES: 1st Saloon £50 Single, £25 Return; 2nd Saloon £38 Single, £23 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

# NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS   | STEAMERS       | TONS AND DISPLACEMENT | SAILING DATE                  |
|--|----------------|-----------------------|-------------------------------|
| MARSEILLES and LONDON  | MIYASAKI MARU  | 16,000                | THURSDAY, 13th May, at Noon.  |
| SINGAPORE, PENANG, COLOMBO, SUEZ   | KITANO MARU    | 16,000                | THURSDAY, 23rd May, at Noon.  |
| PORT SAID  | AWA MARU       | 12,500                | TUESDAY, 18th May, at 4 P.M.  |
| SEATTLE, HONOLULU, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA            | SHIDZUOKA MARU | 12,500                | THURSDAY, 27th May, at 4 P.M. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | HITACHI MARU   | 13,500                | TUESDAY, 18th May, at 11 A.M. |
|  | TANGO MARU     | 13,500                | TUESDAY, 18th June, at 4 P.M. |
| CALCUTTA VIA SINGAPORE, PENANG and HONGKONG                                | COLOMBO MARU   | 9,000                 | FRIDAY, 14th May.             |
| BOMBAY VIA SINGAPORE, MALACCA and COLOMBO                                  | KANAGAWA MARU  | 12,500                | THURSDAY, 27th May.           |
| SHANGHAI, KOBE and YOKOHAMA  | TOSA MARU      | 12,000                | SATURDAY, 16th May.           |
| SHANGHAI, MOJI and KOBE  | RANGOON MARU   | 8,000                 | THURSDAY, 13th May.           |
| NAGASAKI, KOBE and YOKOHAMA  | TANGO MARU     | 13,500                | FRIDAY, 14th May, at 10 A.M.  |
| SHANGHAI, KOBE and YOKOHAMA  |                |                       |                               |

\* Wireless Telegraphy.

## PASSENGER SEASON FOR 1915

FOR EUROPE.

| Steamers      | Displacement | Leave Hongkong     |
|---------------|--------------|--------------------|
| MIYASAKI MARU | 16,000 Tons  | Thurs., 13th May.  |
| KITANO        | 16,000       | Thurs., 23rd May.  |
| FUKUMI        | 25,000       | Thurs., 2nd June.  |
| HIBANO        | 16,000       | Thurs., 17th June. |
| KATORI        | 25,000       | 1st July.          |

FOR AMERICA.

| Steamers  | Displacement | Leave Hongkong     |
|-----------|--------------|--------------------|
| AWA MARU  | 12,500 Tons  | Tues., 18th May.   |
| AKI       | 12,500       | 15th June.         |
| TAMBA     | 12,500       | 15th June.         |
| SHIDZUOKA | 12,500       | Thurs., 27th July. |

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NO. 222 and 1241

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